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LEGISLATIVE HISTORY

Public Law 858--80th Congress

Chapter 771--2d Session

H. R. 6419

TABLE OF CONTENTS

Digest of Public Law 858	1
Index and Summary of History on H. R. 6419	2

DIGEST OF PUBLIC LAW 858

FLOOD CONTROL AND RIVERS AND HARBORS ACT, 1948. Title I, the Rivers and Harbors Act of 1948, authorizes certain works of improvement on rivers and harbors and other waterways for navigation, flood control and other purposes. Title II, the Flood Control Act of 1948, amends the Flood Control Act of 1936, as amended, and contains specific flood-control authorizations, including an authorization for an appropriation of \$10,000,000 additional to be expended in equal amounts by the Department of the Army and this Department for carrying out any examination or survey provided for in Title II.

INDEX AND SUMMARY OF HISTORY ON H. R. 6419

February 11, 1948	Hearings: House, H. R. 6419. Title I.
April 1, 1948	Hearings: House, H. R. 6419. Title II.
May 3, 1948	H. R. 6419 was introduced by Rep. Dondero and was referred to the House Committee on Public Works. Print of the bill as introduced.
May 6, 1948	House Committee reported H. R. 6419 without amendment. House Report 1870. Print of the bill as reported.
May 10, 1948	Hearings: Senate, H. R. 6419.
May 11, 1948	House Rules Committee reported H. Res. 589 for the consideration of H. R. 6419. House Rept. 1918. Print of the Resolutions.
May 26, 1948	Amendment proposed by Senator Pepper to H. R. 6419. Print of the amendment.
June 3, 1948	House debated and passed H. R. 6419 with an amendment.
June 4, 1948	H. R. 6419 was referred to the Senate Committee on Public Works. Print of the bill as referred.
June 7, 1948	Print of an amendment proposed by Senator Cain.
June 9, 1948	Senate Committee reported H. R. 6419 with amendments. Senate Report 1568. Print of the bill as reported.
June 10, 1948	Print of an amendment proposed by Senator Magnuson. H. R. 6419 reprinted with additional committee amendments.
June 12, 1948	Senate debated and passed H. R. 6419 with amendments. Print of H. R. 6419 with the amendments of the Senate numbered.
June 14, 1948	Both Houses appointed Conferees.
June 16, 1948	House received the Conference Report. H. Rept. 2382. Senate agreed to the Conference Report.
June 17, 1948	House agreed to the Conference Report.
June 30, 1948	Approved. Public Law 858.

80TH CONGRESS
2D SESSION

H. R. 6419

IN THE HOUSE OF REPRESENTATIVES

MAY 3, 1948

Mr. DONDERO introduced the following bill; which was referred to the Committee on Public Works

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 **TITLE I—RIVERS AND HARBORS**

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood con-
6 trol, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of
2 section 1 of the River and Harbor Act approved March 2,
3 1945 (Public, Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects herein author-
5 ized; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 Beals Harbor, Maine; House Document Numbered 553,
10 Eightieth Congress;

11 Cape Porpoise Harbor, Maine; House Document Num-
12 bered 555, Eightieth Congress;

13 Channel from Buzzards Bay to Buttermilk Bay, Mas-
14 sachusetts; House Document Numbered 552, Eightieth
15 Congress;

16 Falmouth Harbor, Massachusetts; House Document
17 Numbered 566, Eightieth Congress;

18 Provincetown Harbor, Massachusetts; House Document
19 Numbered 600, Eightieth Congress;

20 Taunton River, Massachusetts; House Document Num-
21 bered 196, Eightieth Congress;

22 Harbor of refuge at Point Judith, Rhode Island; Senate
23 Document Numbered 15, Eightieth Congress;

24 Westcott Cove, Connecticut; House Document Num-
25 bered 379, Eightieth Congress;

1 Greenwich Harbor, Connecticut; House Document Num-
2 bered 272, Eightieth Congress;

3 Rock Hall Harbor, Maryland; House Document Num-
4 bered 273, Eightieth Congress;

5 Chester River, Maryland (channel from Kent Island
6 Narrows to Wells Cove) ; House Document Numbered 380,
7 Eightieth Congress;

8 Cambridge Harbor, Maryland; House Document Num-
9 bered 381, Eightieth Congress;

10 Honga River and Tar Bay, Maryland; House Docu-
11 ment Numbered 680, Eightieth Congress;

12 Bransons Cove, Lower Machodoc River, Virginia;
13 House Document Numbered 420, Eightieth Congress;

14 Deep Creek, Warwick County, Virginia; House Docu-
15 ment Numbered 601, Eightieth Congress;

16 Norfolk Harbor, Southern Branch of Elizabeth River,
17 Virginia; House Document Numbered 545, Eightieth
18 Congress;

19 Stumpy Point Bay, North Carolina; House Document
20 Numbered 422, Eightieth Congress;

21 Inland Waterway, Beaufort to Cape Fear River, North
22 Carolina, including waterway to Jacksonville, North Caro-
23 lina; House Document Numbered 421, Eightieth Congress;

24 Saint Andrew Bay, Florida; House Document Num-
25 bered 559, Eightieth Congress;

- 1 Galveston Harbor, Texas; House Document Numbered
2 561, Eightieth Congress;
- 3 Galveston Channel, Texas; House Document Numbered
4 561, Eightieth Congress;
- 5 Texas City Channel, Texas; House Document Num-
6 bered 561, Eightieth Congress;
- 7 Houston Ship Channel, Texas; House Document Num-
8 bered 561, Eightieth Congress;
- 9 Port Aransas-Corpus Christie Waterway, Texas; House
10 Document Numbered 560, Eightieth Congress;
- 11 Grand Traverse Bay, Michigan (in the vicinity of
12 Traverse City) ; House Document Numbered 546, Eightieth
13 Congress;
- 14 Dunkirk Harbor, New York; House Document Num-
15 bered 632, Eightieth Congress;
- 16 Halfmoon Bay, California; House Document Numbered
17 —, Eightieth Congress;
- 18 Noyo River and Harbor, California; House Document
19 Numbered 586, Eightieth Congress;
- 20 Tillamook Bay and Bar, Oregon (channel to, and boat
21 basin at, Garibaldi) ; House Document Numbered —
22 Eightieth Congress;
- 23 Umpqua River, Oregon (channel to, and basin in, Win-
24 chester Bay) ; Senate Document Numbered —, Eightieth
25 Congress;

1 Coos Bay, Oregon (Charleston Channel) ; House Docu-
2 ment Numbered —, Eightieth Congress;

3 Coos and Millicoma Rivers, Oregon; Senate Document
4 Numbered 124; Eightieth Congress;

5 Skipanon Channel, Oregon (at Warrenton) ; Senate
6 Document Numbered 93, Eightieth Congress;

7 Smith River, Oregon; Senate Document Numbered 94,
8 Eightieth Congress;

9 Grays Harbor and Chehalis River, Washington; House
10 Document Numbered —, Eightieth Congress.

11 SEC. 102. That hereafter direct allotments from appro-
12 priations for the maintenance and improvement of existing
13 river and harbor works, or from other available appropria-
14 tions, may be made by the Secretary of the Army for the
15 collection and removal of drift in Baltimore Harbor and its
16 tributary waters, and this work shall be carried out as a
17 separate and distinct project.

18 SEC. 103. That the existing project for the Neches and
19 Angelina Rivers, Texas, adopted in the River and Harbor
20 Act approved March 2, 1945, is hereby modified so as to
21 provide that the local agency which gives assurances that
22 upon completion of the entire project it will contribute
23 toward the first cost of the work the sum of \$5,000,000,
24 shall be permitted to withdraw from the pool of dam B not

1 to exceed two thousand cubic feet of water per second for
2 its own use.

3 SEC. 104. The Secretary of the Army is hereby author-
4 ized and directed to cause preliminary examinations and
5 surveys to be made at the following-named localities, the
6 cost thereof to be paid from appropriations heretofore or
7 hereafter made for such purposes: *Provided*, That no pre-
8 liminary examination, survey, project, or estimate for new
9 works other than those designated in this or some prior Act
10 or joint resolution shall be made: *Provided further*, That
11 after the regular or formal reports made as required by law
12 on any examination, survey, project, or work under way or
13 proposed are submitted, no supplemental or additional report
14 or estimate shall be made unless authorized by law: *Provided*
15 *further*, That the Government shall not be deemed to have
16 entered upon any project for the improvement of any water-
17 way or harbor mentioned in this Act until the project for
18 the proposed work shall have been adopted by law: *Provided*
19 *further*, That reports of surveys on beach erosion and shore
20 protection shall include an estimate of the public interests
21 involved, and such plan of improvement as is found justified,
22 together with the equitable distribution of costs in each case:
23 *And provided further*, That this section shall not be con-
24 strued to interfere with the performance of any duties vested
25 in the Federal Power Commission under existing law:

- 1 Desoris Creek, New York;
- 2 Tolchester Beach area, Maryland;
- 3 Little Magothy River, Maryland;
- 4 Holdens Creek, Virginia;
- 5 Hacks Creek, Northumberland County, Virginia;
- 6 Back River, York County, Virginia, and channel con-
- 7 necting Back River with Front Cove;
- 8 Bennetts Creek, York County, Virginia;
- 9 Powells Bay, Accomack County, Virginia, at Wisharts
- 10 Point, and channel connecting said bay with the "Ballast";
- 11 Fishermans Bay, Lopez Island, Washington.

12 SEC. 105. Title I may be cited as the "River and
13 Harbor Act of 1948".

14 TITLE II—FLOOD CONTROL

15 SEC. 201. That section 3 of the Act approved June 22,
16 1936 (Public, Numbered 738, Seventy-fourth Congress),
17 as amended by section 2 of the Act approved June 28, 1938
18 (Public, Numbered 761, Seventy-fifth Congress), shall
19 apply to all works authorized in this Act except that for
20 any channel improvement or channel rectification project,
21 provisions (a), (b), and (c) of section 3 of said Act of
22 June 22, 1936, shall apply thereto, and except as otherwise
23 provided by law: *Provided*, That the authorization for any
24 flood-control project herein adopted requiring local cooper-
25 ation shall expire five years from the date on which local

1 interests are notified in writing by the Department of the
2 Army of the requirements of local cooperation, unless said
3 interests shall within said time furnish assurances satisfactory
4 to the Secretary of the Army that the required cooperation
5 will be furnished.

6 SEC. 202. The provisions of section 1 of the Act of
7 December 22, 1944 (Public, Numbered 534, Seventy-eighth
8 Congress, second session), shall govern with respect to proj-
9 ects herein authorized; and the procedures therein set forth
10 with respect to plans, proposals, or reports for works of
11 improvement for navigation or flood control and for irrigation
12 and purposes incidental thereto shall apply as if herein set
13 forth in full.

14 It is hereby declared to be the policy of the Congress
15 that the following provisions shall be observed:

16 No project or any modification not authorized, of a
17 project for flood control or rivers and harbors, shall be
18 authorized by the Congress unless a report for such project
19 or modification has been previously submitted by the Chief
20 of Engineers, United States Army, in conformity with
21 existing law.

22 SEC. 203. That the following works of improvement for
23 the benefit of navigation and the control of destructive flood-
24 waters and other purposes are hereby adopted and author-
25 ized to be prosecuted under the direction of the Secretary

1 of the Army and the supervision of the Chief of Engineers
2 in accordance with the plans in the respective reports here-
3 inafter designated and subject to the conditions set forth
4 therein: *Provided*, That the necessary plans, specifications,
5 and preliminary work may be prosecuted on any project
6 authorized in this Act with funds from appropriations here-
7 tofore or hereafter made for flood control so as to be ready
8 for rapid inauguration of a construction program: *Provided*
9 *further*, That the projects authorized herein shall be initiated
10 as expeditiously and prosecuted as vigorously as may be
11 consistent with budgetary requirements: *And provided*
12 *further*, That pen stocks and other similar facilities adapted
13 to possible future use in the development of hydroelectric
14 power shall be installed in any dam authorized in this Act
15 for construction by the Department of the Army when
16 approved by the Secretary of the Army on the recommenda-
17 tion of the Chief of Engineers and the Federal Power Com-
18 mission:

19 ARKANSAS RIVER BASIN

20 The projects for flood protection at Carthage and Monett,
21 Missouri, in the Arkansas River Basin are hereby authorized
22 substantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 445,
24 Eightieth Congress, at an estimated cost of \$740,000.

1 The projects for local flood protection on the Arkansas
2 River authorized by the Flood Control Act approved De-
3 cember 22, 1944, in accordance with House Document
4 Numbered 447, Seventy-eighth Congress, are hereby modi-
5 fied to provide that the United States will participate in the
6 cost of raising the approaches to the highway bridges across
7 the Arkansas River at Morrilton and at Van Buren-Fort
8 Smith in an amount not to exceed \$200,000.

9 UPPER MISSISSIPPI RIVER BASIN

10 The project for flood protection at South Beloit, Illinois,
11 on the Rock River is hereby authorized substantially in
12 accordance with the recommendations of the Chief of Engi-
13 neers in House Document Numbered 112, Eightieth Con-
14 gress, at an estimated cost of \$100,000.

15 The project for flood protection on the Henderson River,
16 Illinois, is hereby authorized substantially in accordance
17 with the recommendations of the Chief of Engineers in House
18 Document Numbered 245, Eightieth Congress, at an
19 estimated cost of \$1,520,000.

20 The project for flood protection at and in the vicinity
21 of Aitkin, Minnesota, on the Mississippi River is hereby
22 authorized substantially in accordance with the recommenda-
23 tions of the Chief of Engineers in House Document Num-
24 bered 599, Eightieth Congress, at an estimated cost of
25 \$1,680,000.

OHIO RIVER BASIN

1

2 The local flood-protection works at and in the vicinity
3 of Uniontown, Pennsylvania, on Redstone Creek, are hereby
4 authorized substantially in accordance with the recom-
5 mendations of the Chief of Engineers in House Document
6 Numbered 301, Eightieth Congress, at an estimated cost of
7 \$1,015,000.

8 The project for flood protection at Rosiclare, Illinois,
9 on the Ohio River is hereby authorized substantially in
10 accordance with the recommendations of the Chief of Engi-
11 neers in Senate Document Numbered 125, Eightieth Con-
12 gress, at an estimated cost of \$500,000.

13

GREAT LAKES BASIN

14 The project for flood protection at Batavia and vicinity,
15 New York, on Tonawanda Creek is hereby authorized sub-
16 stantially in accordance with the recommendations of the
17 Chief of Engineers in Senate Document Numbered 46,
18 Eightieth Congress, at an estimated cost of \$565,000.

19 The project for flood protection at Dansville and vicinity,
20 New York, on Canaseraga Creek, a tributary of the Genesee
21 River, is hereby authorized substantially in accordance with
22 the recommendations of the Chief of Engineers in House
23 Document Numbered 206, Eightieth Congress, at an esti-
24 mated cost of \$165,000.

25 The project for flood protection and other purposes on

1 Red Run, a tributary of the Clinton River, Michigan, is
2 hereby authorized substantially in accordance with the
3 recommendations of the Chief of Engineers in House Docu-
4 ment Numbered 628, Eightieth Congress, at an estimated
5 cost of \$1,010,000.

6 The project for protection of the Reno Beach-Howards
7 Farm area and adjacent areas, Lucas County, Ohio, from
8 floods caused by frequent windstorms and from increases in
9 the lake level of Lake Erie, is hereby authorized substan-
10 tially in accordance with the recommendations of the Chief
11 of Engineers in House Document Numbered 554, Eightieth
12 Congress, at an estimated cost of \$330,000.

13 SANTA CLARA RIVER BASIN

14 The project for flood protection along the Santa Clara
15 River and its tributaries, California, is hereby authorized
16 substantially in accordance with the recommendations of the
17 Chief of Engineers in House Document Numbered 443,
18 Eightieth Congress, at an estimated cost of \$4,960,000.

19 GILA RIVER BASIN

20 The project for flood protection at Tucson and vicinity,
21 Arizona, in the Gila River Basin, is hereby authorized sub-
22 stantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 274,
24 Eightieth Congress, at an estimated cost of \$2,390,000.

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the Lower Mississippi River, adopted by the Act approved May 15, 1928, as amended by subsequent Acts, is hereby modified and expanded to include the following item and the authorization for said project is increased accordingly:

The project for improvement of the Mississippi River below Cape Girardeau with respect to the West Tennessee tributaries at an estimated cost of \$7,700,000, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 627, Eightieth Congress.

SEC. 204. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its Territorial possessions, which include the following-named localities, and the Secretary of Agriculture is authorized and directed to cause preliminary examinations and surveys for run-off and water-flow retardation and soil-erosion prevention on such drainage areas, the cost thereof to be paid from appropriations heretofore or hereafter

1 made for such purposes: *Provided*, That after the regular or
2 formal reports made on any examination, survey, project, or
3 work under way or proposed are submitted to Congress, no
4 supplemental or additional report or estimate shall be made
5 unless authorized by law except that the Secretary of the
6 Army may cause a review of any examination or survey to
7 be made and a report thereon submitted to the Congress if
8 such review is required by the national defense or by changed
9 physical or economic conditions: *And provided further*, That
10 the Government shall not be deemed to have entered upon
11 any project for the improvement of any waterway or harbor
12 mentioned in this Act until the project for the proposed
13 work shall have been adopted by law;

14 Rahway River and its tributaries, New Jersey;

15 Chowan River and its tributaries, Virginia and North
16 Carolina;

17 Pantego Creek and Cucklers Creek, North Carolina;

18 Rice Creek, a tributary of Saint Johns River, Florida;

19 Streams flowing through the Brazoria-Galveston Soil
20 Conservation District, the Trinity Bay Soil Conservation Dis-
21 trict, the Coastal Plains Soil Conservation District, and the
22 Matagorda County Soil Conservation District, Texas, with
23 a view to improvement in the interest of navigation, flood
24 control, and related purposes, including channel and major
25 drainage improvements;

1 Area at and in the vicinity of Texas City, Texas, with
2 a view to providing for its protection against storms and ero-
3 sions, including the protection of the instrumentalities and
4 aids to commerce located there;

5 Au Gres River and tributaries, Michigan;

6 Area at and in the vicinity of Bellevue, Ohio, and the
7 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
8 ties, with a view to the control of floods caused by excess
9 underground and surface waters;

10 Harbors and rivers in Alaska, with a view to determin-
11 ing the advisability of improvements in the interest of navi-
12 gation, flood control, hydroelectric power, and related water
13 uses.

14 SEC. 205. That the Secretary of the Army is hereby
15 authorized to allot from any appropriations heretofore or
16 hereafter made for flood control, not to exceed \$2,000,000 for
17 any one fiscal year, for the construction of small flood-control
18 projects not specifically authorized by Congress, and not
19 within areas intended to be protected by projects so author-
20 ized, which come within the provisions of section 1 of the
21 Flood Control Act of June 22, 1936, when in the opinion of
22 the Chief of Engineers such work is advisable: *Provided*,
23 That not more than \$100,000 shall be allotted for this purpose
24 at any single locality from the appropriations for any one
25 fiscal year: *Provided further*, That the provisions of local

1 cooperation specified in section 3 of the Flood Control Act of
2 June 22, 1936, as amended, shall apply: *And provided*
3 *further*, That the work shall be complete in itself and not
4 commit the United States to any additional improvement
5 to insure its successful operation, except as may result from
6 the normal procedure applying to projects authorized after
7 submission of preliminary examination and survey reports.

8 SEC. 206. That section 5 of the Flood Control Act of
9 August 18, 1941, as amended by section 12 of the Flood
10 Control Act of 1946, is hereby further amended to read
11 as follows:

12 "That the Secretary of the Army is hereby author-
13 ized to allot, from any appropriations heretofore or here-
14 after made for flood control, not to exceed \$2,000,000 for
15 any one fiscal year to be expended in rescue work or in
16 the repair, restoration, or maintenance of any flood-control
17 work threatened or destroyed by flood, including the
18 strengthening, raising, extending, or other modification
19 thereof as may be necessary in the discretion of the Chief
20 of Engineers for the adequate functioning of the work for
21 flood control."

22 SEC. 207. That the sum of \$25,000,000 is hereby
23 authorized to be appropriated for carrying out improvements
24 by the Department of the Army, and the sum of \$10,000,000
25 additional is authorized to be appropriated and expended in

1 equal amounts by the Departments of the Army and Agri-
2 culture for carrying out any examination or survey pro-
3 vided for in this Act and any other Acts of Congress to
4 be prosecuted by said Departments.

5 SEC. 208. That the sum of \$25,000,000 is hereby
6 authorized to be appropriated as an emergency fund to be
7 expended under the direction of the Secretary of the Army
8 and the supervision of the Chief of Engineers for the repair,
9 restoration, and strengthening of levees and other flood-
10 control works which have been threatened or destroyed by
11 recent floods, or which may be threatened or destroyed by
12 later floods, including the raising, extending, or other modi-
13 fication of such works as may be necessary in the discre-
14 tion of the Chief of Engineers for the adequate functioning
15 of the works for flood control: *Provided*, That the pro-
16 visions of local cooperation specified in section 3 of the
17 Flood Control Act of June 22, 1936, as amended, shall
18 apply: *Provided further*, That pending the appropriation of
19 said sum, the Secretary of the Army may allot from exist-
20 ing flood-control appropriations such sums as may be neces-
21 sary for the immediate prosecution of the work authorized
22 by this section, such appropriations to be reimbursed from
23 said emergency fund when appropriated: *And provided*
24 *further*, That funds allotted under this authority shall not
25 be diverted from the unobligated funds from the appropria-

1 tion "Flood control, general", made available in War De-
2 partment Civil Functions Appropriation Acts for specific
3 purposes.

4 SEC. 209. Title II may be cited as the "Flood Control
5 Act of 1948".

80TH CONGRESS
2D Session

H. R. 6419

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

By Mr. DonDERO

MAY 3, 1948

Referred to the Committee on Public Works

AUTHORIZING THE CONSTRUCTION, REPAIR, AND PRESERVATION OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION, FLOOD CONTROL, AND FOR OTHER PURPOSES

MAY 6, 1948.—Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

Mr. DONDERO, from the Committee on Public Works, submitted the following

REPORT

[To accompany H. R. 6419]

The Committee on Public Works, to whom was referred the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control and for other purposes, having considered the same, report favorably thereon without amendment and recommend that the bill do pass.

H. R. 6419 consists of two titles: Title I, Rivers and Harbors; and Title II, Flood Control. Prior to the enactment of the Legislative Reorganization Act of 1946 the Committee on Rivers and Harbors and the Committee on Flood Control each reported an omnibus bill. Now the functions of these two committees, along with others, have been merged with the Committee on Public Works and, for the first time since 1916, rivers and harbors projects and flood-control projects are submitted in one bill.

All provisions of title I and title II were initially considered by the Subcommittee on Rivers and Harbors and the Subcommittee on Flood Control, respectively, and unanimously recommended to the Committee on Public Works, which unanimously concurred in the recommendations of the two subcommittees.

TITLE I—RIVERS AND HARBORS

Projects and preliminary examinations and surveys in title I, with estimated costs for projects and numbers of House and Senate documents relating thereto:

Items (sec. 101, unless otherwise indicated)

	Doc. No. (80th Cong.) ¹	Cost, new work	Annual maintenance
Beals Harbor, Maine.....	H. 553.....	\$85, 700	\$1, 000
Cape Porpoise Harbor, Maine.....	H. 555.....	41, 500	1, 500
Buzzards Bay to Buttermilk Bay, Mass.....	H. 552.....	18, 300	500
Falmouth Harbor, Mass.....	H. 566.....	35, 000	4, 000
Taunton River, Mass.....	H. 196.....	-----	1, 000
Provincetown Harbor, Mass.....	H. 600.....	760, 000	1, 000
Point Judith Harbor of Refuge, R. I.....	S. 15.....	176, 000	7, 000
Westcott Cove, Conn.....	H. 379.....	21, 000	1, 200
Greenwich Harbor, Conn.....	H. 272.....	82, 000	5, 000
Rockhall Harbor, Md.....	H. 273.....	40, 000	2, 000
Channel from Kent Island Narrows to Wells Cove, Chester River, Md.....	H. 380.....	16, 400	1, 000
Cambridge Harbor, Md.....	H. 381.....	77, 000	2, 000
Honga River and Tar Bay, Md.....	H. 580.....	31, 600	2, 000
Bransons Cove, Lower Machodoc River, Va.....	H. 420.....	28, 600	1, 000
Deep Creek, Warwick Co., Va.....	H. 601.....	153, 000	8, 200
Norfolk Harbor, Va., southern branch of Elizabeth River.....	H. 545.....	1, 730, 000	82, 800
Stumpy Point Bay, N. C.....	H. 422.....	32, 500	3, 000
Inland Waterway, Beaufort to Cape Fear River, including waterway to Jacksonville, N. C.....	H. 421.....	196, 000	3, 000
St. Andrew Bay, Fla.....	H. 559.....	80, 000	12, 000
Galveston Harbor, Galveston Channel, and Houston ship channel.....	H. 561.....	5, 057, 000	219, 500
Port Aransas-Corpus Christi, Tex.....	H. 560.....	2, 250, 000	100, 000
Grand Traverse Bay, Mich.....	H. 546.....	316, 200	3, 500
Dunkirk Harbor, N. Y.....	H. 632.....	390, 000	-----
Pillar Point, Halfmoon Bay, Calif.....	-----	4, 500, 000	43, 800
Noyo River and Harbor, Calif.....	H. 586.....	190, 000	4, 000
Tillamook Bay and Bar, Oreg.....	-----	70, 000	3, 000
Umpqua Harbor and River at Winchester Bay, Oreg.....	-----	34, 500	500
Channel at Charleston, South Slough, Oreg.....	-----	349, 300	4, 500
Coos and Millicoma Rivers, Oreg.....	S. 124.....	310, 000	19, 000
Skipanon Channel, Oreg.....	S. 93.....	114, 500	-----
Smith River, Oreg.....	S. 94.....	96, 100	11, 500
Grays Harbor, Wash.....	-----	3, 605, 700	103, 700
Baltimore Harbor, Md. (sec. 102).....	-----	-----	-----
Modification of Neches-Angelina Rivers project, Tex. (sec. 103).....	-----	-----	-----
		20, 887, 900	652, 200

¹ "H" indicates House document; "S" indicates Senate document.

Preliminary examination and survey items (sec. 104)

Desoris Creek, N. Y.	Back River, York County, Va.
Tolchester Beach Area, Md.	Bennetts Creek, York County, Va.
Little Magothy River, Md.	Powells Bay, Accomac County, Va.
Holdens Creek, Va.	Fishermans Bay, Lopez Island, Wash.
Hacks Creek, Northumberland County, Va.	

The most advantageous choice of river and harbor projects for construction can best be made if many economically sound projects are authorized and available for selection and appropriation. Appreciating this fact the Public Works Committee of the House strongly recommends that a river and harbor bill be enacted, at this session of Congress, to authorize the future construction or modification of the projects included herein.

The report of the Corps of Engineers on each of the projects included in this report is in response to a directive from the Congress. As is always the case, local interests were afforded full opportunity to express their views at hearings held in the field by the district

engineer, and at additional hearings before the Board of Engineers for Rivers and Harbors in the instances when they were requested. The Board of Engineers after careful consideration of the desires and views of local interests and after a determination of the economic justification of each project has made a favorable recommendation thereon. The reports of the Board with a proposed draft of the Chief of Engineers' reports were submitted to the Governors of the respective States for comment, in accordance with law. In most instances the Governors urged the immediate authorization and prosecution of the proposed improvements as being essential economically to their State and to that general section of the country. No adverse comments were received. Each report in section 101 was submitted to the Bureau of the Budget for information of the proposed report to the program of the President. In each case the Bureau advised that there would be no objection to the submission of the report to Congress. The Chief of Engineers, after careful consideration of the reports, concurred in the favorable recommendations of the Board. After these reports had been forwarded to the Congress by the Secretary of the Army they were given exhaustive study and public hearings were held by the Committee. In nearly every instance the congressional representatives of the areas in question have expressed before this committee the need for the projects and their urgent desire that no delay be incurred in authorization. Individuals and representative groups appeared before the committee in support of a number of the projects. There was no opposition expressed before the committee on any project.

The committee has carefully analyzed the reports and the testimony presented to it. It finds that a number of deep-draft channels and harbors are presently inadequate to accommodate the new deeper draft tankers and dry cargo vessels. These channels were constructed to serve the now obsolete and rapidly vanishing ocean carriers with drafts up to 30 feet and speeds not exceeding 11 knots. Vessels with loaded drafts from 30 to 34 feet and speeds up to 16 knots now predominate in the trade using the channels and harbors which are recommended for improvement. The efficiency and, in fact, the survival of the American merchant marine, with its high standard of wages, require for economical operation that channels be sufficiently deep and wide to permit: (a) loading to full draft; (b) full speed in the channel with safety and convenience; and (c) quick turn-around by having deeper draft ports provided along the coasts. The savings accruing from the economical operation of fully loaded deeper draft vessels are reflected in lower transportation charges which are a part of the delivered cost of cargoes.

Parallel to the need for deep-draft channels and harbors is need for improvement of shallow-draft channels and harbors. These improvements are necessary to provide for growing fishing fleets, the smaller tankers and dry cargo vessels, and rapidly expanding recreational fleets. The construction of such vessels was almost halted during the war but has been resumed at an increased rate. The commercial vessels above mentioned play a vital part in the economic life of the seaboard of the country. Not only are they increasing in number but here too the trend is to larger and deeper draft boats for economical operation. In some cases the areas served by these smaller vessels are almost entirely dependent on water transportation. Boat-

Annual maintenance charges to United States.—For the mooring area is estimated at \$1,500.

Benefits.—The proposed mooring channel is needed to relieve congestion in the harbor and that the principal benefits of the improvement will consist of the increased safety and convenience afforded existing and prospective commerce. The improvement will result in use of the harbor by many more boats for shelter, landing of sea food and obtaining supplies, and may lead to the establishment of new industries in the locality. The prospective benefits cannot be estimated in definite monetary terms but they are sufficient to justify the proposed work.

Remarks.—The proposed improvement is considered essential to the welfare of a community that is largely dependent on commercial fishing.

CHANNEL FROM BUZZARDS BAY TO BUTTERMILK BAY, MASS.

(H. Doc. 552, 80th Cong., 2d sess.)

Location.—Buzzards Bay, Mass., is at the southern end of Cape Cod Canal. It is connected with Buttermilk Bay to the north by a natural channel branching from Cape Cod Canal and extending northerly past Butler Cove for a distance of 2 miles into Buttermilk Bay. Depths in the natural channel range from 7 to 12 feet except for a distance of one-quarter mile near Cape Cod Canal where shoaling has reduced the depth to 4 feet. Depths in Buttermilk Bay and Butler Cove range from 1 to 7 feet. The area is primarily a summer resort where the principal activities are fishing, farming, and catering to summer vacationists.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—No improvement of the channel from Buzzards Bay to Buttermilk Bay has been authorized by Congress.

Plan of recommended improvement.—That the United States dredge a channel 7 feet deep and 100 feet wide through the sand bar which extends across the channel.

Estimated cost to United States for construction.—\$18,300.

Local cooperation.—The improvement is recommended subject to the provision that local interests give assurances satisfactory to the Secretary of the Army that they will hold and save the United States free from damage due to the construction works.

Annual maintenance charges to United States.—\$500.

Benefits.—The annual benefits are those connected with the growth and preservation of recreational boating and the shellfish industry and are not susceptible to a monetary evaluation.

Remarks.—Improvement of the channel to restore the original conditions by the removal of the existing bar is justified since, in all probability, the shoaling was largely caused by the improvement of the Cape Cod Canal by the Federal Government.

FALMOUTH HARBOR, MASS.

(H. Doc. 566, 80th Cong., 2d sess.)

Location.—Falmouth Harbor is a bight having a length of 3 miles and a maximum width of three-quarters of a mile, located between

Falmouth Heights and Nobska Point at the west end of the southern shore of Cape Cod. Just west of Falmouth Heights a tidal lagoon known as the Falmouth Inner Harbor joins Falmouth Harbor. This lagoon has a length of 0.7 mile, a maximum width of 0.1 mile, and a maximum depth of about 11 feet. The tributary area, consisting of a portion of the town of Falmouth, is primarily a summer resort. The town has a normal population of 6,680 with an increase of from 21,000 to 35,000 during the summer season.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project.—There is no Federal project for the improvement of Falmouth Harbor or the Inner Harbor.

The Commonwealth of Massachusetts, in cooperation with local interests, has improved the Inner Harbor, by dredging and by constructing entrance jetties, at a total cost to date of \$178,000. The entrance channel has been dredged to a depth of 10 feet and various parts of the Inner Harbor to depths of 6 and 9 feet.

Plan of recommended improvement.—The construction of a 900-foot bulkhead and the dredging of a 100-foot entrance channel and a 17-acre harbor area to a depth of 10 feet at mean low water, subject to certain conditions of local cooperation.

Estimated cost to United States for construction.—\$35,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests: (a) agree to furnish, free of cost to the United States, all lands, easements, rights-of-way and spoil-disposal areas necessary for the initial work and for subsequent maintenance when and as required; (b) provide and maintain, without cost to the United States, a public marginal bulkhead or wharf, open to all on equal terms, and repair the entrance jetties in a manner satisfactory to the Chief of Engineers; (c) contribute in cash 50 per cent of the cost of the dredging, but not to exceed \$35,000; and (d) hold and save the United States free from damages resulting from the improvement. The estimated cost to local interests for construction of the required public marginal bulkhead or wharf is \$45,000. This facility will be self-liquidating.

Annual cost of maintenance to United States.—\$4,000.

Benefits.—The monetary benefits to be derived from the improvement are not susceptible to accurate evaluation but an increase of 25 percent in the boat-repair business and 1 percent in the retail trade would amount to a net benefit of at least \$15,000 annually. The income from existing boat-building business now totals \$400,000. A 25 percent increase in this business would gross \$100,000. The retail trade at Falmouth totals \$4,700,000 annually. A conservative estimate of the increase in retail business to accrue from the improvement is 1 percent, or a gross increase of \$47,000. Based on a minimum net profit of 10 percent the increase in business to the general retail trade and to the boat-building business would conservatively provide benefits in the amount of approximately \$15,000. The ratio of benefits to cost is 1.09.

Remarks.—Commerce in the harbor has consisted mostly of shipments of gasoline, ice, and building materials to the islands of Marthas Vineyard and Nantucket. A small amount of fish has been received. The harbor is used by a large number of recreational craft. The local fleet is composed of about 65 vessels having drafts up to 8 feet. Many transients use the harbor during the summer and 160 craft are stored in the boat yards during the winter.

PROVINCETOWN HARBOR, MASS.

(H. Doc. 600, 80th Cong.)

Location.—Is in the bight at the northern extremity of Cape Cod, 40 miles southeast of the entrance to Boston Harbor and 24 miles northeast of Cape Cod Canal. It is exposed to storms from the south across Cape Cod Bay. Tide, 9.1 feet.

Report authorized by.—Resolution of the Committee on Rivers and Harbors adopted December 21, 1945.

Existing project.—Provides for protection of the westerly point of land by a rubblestone dike across House Point Island Flats, a 300-foot extension of the Long Point beach protection, and restoration of existing beach protection to grade where necessary.

Plan of recommended modification of existing project.—By constructing a stone breakwater to elevation 15 feet above mean low water with a top width of 10 feet, commencing at a point about opposite Monument Wharf, approximately 3,000 feet from shore and extending 3,000 feet in a northeast direction.

Estimated first cost to the United States.—\$760,000.

Local cooperation.—A contribution in cash of 50 percent of the total cost, but not to exceed \$760,000, and agree to hold and save the United States free from all claims for damages due to the construction works.

Annual cost of maintenance to the United States.—\$1,000, in addition to that now required—which is \$500.

Benefits.—The benefits include \$8,000 for prevention of wharf damage, \$20,000 for increased business and tax revenues from new fish-processing industries and related activities, \$10,000 for increased business of supplies and repairs to transient recreational craft, and \$3,000 for increased sport fishing business, all of which the division engineer considers to be local in character. The \$42,000 remainder of the estimated benefits is considered general in character. They include prevention of damage to fishing vessels and naval vessels, savings in fishing time now lost due to inability to deliver catch during storms and in deterioration of catch due to the delay, benefits to the Coast Guard rescue service, and provision of a secure harbor of refuge. Total of estimated annual benefits, \$83,000. Benefit cost ratio, 1.32. In view of the approximate equality of general and local benefits, it is considered that local interests should contribute one-half the cost of the proposed improvement.

Remarks.—Commerce of the harbor consists of coastwise receipts and local movements of fresh fish and petroleum products. Traffic in 1946 totaled 15,767 tons, and 126,742 passengers. The local fishing fleet consists of 236 boats, of which 48 are draggers, and the remainder are dories, lobster boats, weir boats, and rowboats. The harbor affords an important port of refuge from storms to an indeterminate number of other fishing craft and commercial vessels.

TAUNTON RIVER, MASS.

(H. Doc. 196, 80th Cong., 1st sess.)

Location.—Rises in Norfolk County, Mass., flows south and west about 35 miles, and empties into Mount Hope Bay at Fall River.

Report authorized.—By review resolution adopted by the Committee on Rivers and Harbors, May 15, 1939.

Existing project.—This provides for a channel 12 feet deep, generally 100 feet wide up to a point 2,800 feet below Weir Bridge; thence 80 feet wide for about 2,000 feet; and thence 60 feet wide to the bridge. The improvement has been completed to Peters Point, about 5.6 miles below Weir Bridge.

Plan of recommended modification of existing project.—To modify the existing project to provide for (a) termination of the project channel at Taunton municipal wharf (about 1,900 feet below Weir Bridge); (b) construction of a turning basin 12 feet deep and 200 feet wide at a site about 2,300 feet below that wharf; and (c) construction of a small-craft anchorage 8 feet deep and 4 acres in area at Dighton.

Estimated cost to the United States.—A saving of \$12,000 will be effected in the estimated Federal first cost of completing the entire project.

Local cooperation.—The improvement is recommended, provided that local interests make a cash contribution equal to the cost of dredging the turning basin, estimated at \$30,000, and one-half of the cost of dredging the small-craft anchorage, but not to exceed \$7,000 for the latter, and agree to (a) construct and maintain, at their own expense, a suitable wharf near the head of the improvement and another in the vicinity of the small-craft anchorage, these wharves to be open to all on equal terms; (b) furnish free of cost to the United States, as and when required, all lands, easements, rights-of-way, and spoil-disposal areas necessary for the initial construction and subsequent maintenance of the improvement; and (c) hold and save the United States free from damages due to the improvement.

Annual cost of maintenance to the United States.—\$1,000, in addition to that now authorized, \$10,000; total, \$11,000.

Benefits.—It is estimated that when the project is completed the waterway will carry an annual commerce of 50,000 tons of petroleum, 70,000 tons of coal, and 1,000 tons of fire clay and molding sand, at an estimated saving in transportation cost of \$34,800, which indicates a ratio of annual costs to benefits of 1.0 to 1.2.

Remarks.—The river is navigable to a point about 1 mile above Weir Bridge, Taunton, about 15½ miles from the mouth. Natural depth in the river for a distance of about 5 miles above the mouth is 18 feet and over.

POINT JUDITH HARBOR OF REFUGE AND POND, R. I.

(S. Doc. 15, 80th Cong., 1st sess.)

Location.—Point Judith Harbor of Refuge is a breakwater-protected area of about 1 square mile on the south coast of Rhode Island just west of the entrance to Narragansett Bay. Point Judith Pond is a shallow lagoon which has an artificial entrance channel from the harbor of refuge. At its entrance are two small settlements, Jerusalem and Galilee; and Wakefield, a larger community, is located at its upper end.

Report authorized by.—Resolutions of the Senate Committee on Commerce, adopted June 15, 1944, and August 17, 1944.

Existing project.—The Federal project for the harbor of refuge at Point Judith provides for a detached seaward breakwater; easterly and westerly shore-arm breakwaters; and removal of two shoals to a depth of 18 feet. Costs have been \$2,371,468 for new work and \$739,634 for maintenance. The first project was adopted in 1890.

The existing project for the entrance to Point Judith Pond (1905) provides for extension of the jetties or dredging in furtherance of work done by local interests. Under this project the west jetty was extended inland at a cost of \$12,000.

Plan of recommended modification of existing project.—It is recommended that the existing project for entrance to Point Judith Pond, R. I., be abandoned and that the existing project for harbor of refuge at Point Judith, R. I., be modified to provide for a channel into Point Judith Pond 15 feet deep and 150 feet wide between the jetties and extending thence on the west side of the pond to a point 100 feet north of the State pier at Jerusalem, with a branch channel 15 feet deep and 200 feet wide on the east side of the pond, extending to a point 100 feet north of the State pier at Galilee; an anchorage basin just inside the entrance 10 feet deep with an area of about 5 acres; sand-arresting structures of sheet piling or other works at the entrance; a channel 6 feet deep and 100 feet wide from the 15-foot west-branch channel to the vicinity of Wakefield, with an anchorage basin 6 feet deep and about 5 acres in area at the upper end.

Estimated cost to the United States for construction.—\$176,000.

Local cooperation.—It is provided that prior to construction of the 6-foot channel and basin, local interests contribute 50 percent of the first cost, but not to exceed \$30,000; and that no work be undertaken until local interests agree to (a) repair and stabilize the outer 450 feet of the State bulkhead along the entrance and maintain the bulkhead and State piers; (b) furnish, free of cost to the United States, all lands, easements, rights-of-way, and suitable spoil-disposal areas for new work and subsequent maintenance as and when required; and (c) hold and save the United States free from damages due to the improvements.

Annual cost of maintenance to the United States.—\$7,000 in addition to the amount now required.

Benefits.—The Board of Engineers for Rivers and Harbors states that estimated benefits to existing and prospective commerce clearly justify the expenditures required and that combining the projects will reduce administrative work required as compared with improvement under two separate projects. The district engineer evaluates average annual benefits of the lower-pond improvements at \$25,000, of which \$20,000 is for increased catch of fish, estimated at 6,000 tons annually, \$850 for savings in receipt of 1,000 tons of petroleum products by water, and the remaining \$4,150 is allowance for intangible benefits, such as the refuge-facility value to small boats, resulting increase in business and property values, and elimination of difficulties which hamper United States Coast Guard activities. When compared with the estimated annual cost of \$13,400, this indicates a ratio of annual benefits to costs of about 1.9.

The district engineer believes that the benefits of providing the upper pond improvements will amount to \$6,000 annually through affording suitable access to the boat yard, stimulating the boating

industry, enhancement of property values, and increased tax revenues. Thus he finds for this work a ratio of estimated average annual benefits to costs of 1.3.

WESTCOTT COVE, CONN.

(H. Doc. 379, 80th Cong., 1st sess.)

Location.—Westcott Cove is on the north shore of Long Island Sound, 33 miles east of New York City and 1 mile east of Stamford Harbor. The cove is an indentation in the coast line of about 0.6 mile depth, with a width of 0.8 mile at the entrance.

Report authorized by.—Review resolution adopted by the Committee on Rivers and Harbors, October 19, 1945.

Existing project.—None.

Recommended plan of improvement.—To provide a channel 100 feet wide and 8 feet deep from that depth in Long Island Sound through Westcott Cove and to the south limit of the lagoon.

Estimated cost to the United States for construction.—\$21,000.

Local cooperation.—The improvement is recommended subject to the provisions that local interests furnish, free of cost to the United States, all lands, easements, and rights-of-way and spoil-disposal areas for the initial work and for subsequent maintenance as and when required; contribute \$21,000 in cash to the initial cost of dredging; provide at their own expense adequate additional mooring areas and facilities in the lagoon, open to all on equal terms; and hold and save the United States free from claims for damages resulting from the improvement.

Annual maintenance charges to the United States.—\$1,200.

Annual benefits.—Westcott Cove is well located to serve as a much-needed harbor of refuge and as a stopping place for the large number of craft which cruise western Long Island Sound. The recommended improvement will stimulate the use of the cove and lagoon by the large number of craft cruising on Long Island Sound during the summer season and will provide general as well as local benefits. Local interests claim that the proposed improvement will double the present annual business of the local boat yard and that the anticipated increase would provide annual net benefits of about \$10,000. The Corps of Engineers is of the opinion that the provision of a harbor of refuge, the increase in the use of the lagoon, and the increase of business to the boat yard will provide general and local benefits. While none of these benefits are capable of exact evaluation, combined general and local benefits are considered sufficient to support a project having annual charges of about \$5,000. Accordingly, the ratio of benefits to costs is 1.25.

Remarks.—The area tributary to the cove comprises the residential section of Stamford and nearby Noroton in the town of Darien. The city of Stamford has heretofore dredged an entrance channel, constructed a jetty and a municipal yacht clubhouse with landing and mooring facilities on the lagoon. The yacht club dredged a channel 6 by 50 across the bar in 1940. Total expenditures by the city for the benefit of small-boat navigation have been about \$100,000.

GREENWICH HARBOR, CONN.

(H. Doc. 272, 80th Cong., 1st sess.)

Location.—On the north shore of Long Island Sound, 30 miles east of New York City. It is a shallow cove extending inland 1 mile, with natural depths of about 6 feet at its mouth, and is a residential suburb of New York City. Population, about 40,000.

Report authorized by.—Resolution of the Committee on Rivers and Harbors, adopted April 24, 1946.

Existing project.—Provides for a channel 12 feet deep, 130 feet wide, through the outer bay, thence 100 feet wide to a point 500 feet below the causeway, and 100 to 140 feet wide to a point 50 feet below the causeway, for an 8-foot anchorage of 17.5 acres east and south of Grass Island; and for a 6-foot anchorage of 5 acres north of Grass Island. This project is about 38 percent complete.

Plan of recommended modification of existing project.—To provide, in lieu of the authorized anchorages, a 6-foot anchorage of 12.5 acres and an 8-foot anchorage of 21.5 acres.

Estimated cost to the United States for construction.—\$82,000.

Local cooperation.—Subject to the conditions that local interests (a) provide, free of cost to the United States, suitable spoil-disposal areas for new work and for subsequent maintenance when and as required; (b) hold and save the United States free from claims for damages resulting from the improvement; (c) contribute in cash 50 percent of the cost of dredging, not to exceed \$85,000; and (d) agree to construct suitable public-landing facilities.

Annual cost of maintenance to the United States.—\$5,000.

Benefits.—The gross annual return to the community from yachting is estimated at between \$800,000 and \$1,000,000. Facilities for recreational craft are inadequate. The district engineer finds that present and prospective use of the harbor by recreational boats warrants extension of the anchorage facilities authorized but not dredged. Boating parties now spend in excess of \$800,000 at Greenwich for supplies and fuel. It is estimated that with the recommended improvement these expenditures will increase at least 20 percent which would result in net benefits estimated at \$16,000. Accordingly, the ratio of benefits to costs is 1.09.

Remarks.—The east side of the harbor is almost a continuous wharf of about 2,500 feet of berthage, about half of which is open to the public at the convenience of the owners. Adequate mechanical handling equipment is available. Landing facilities are available at three docks. Commerce, comprising coal, petroleum products, stone, sand, and gravel, amounted to 76,876 tons in 1941 and 33,691 tons in 1944. It is expected to increase with the ending of the war. The local recreational fleet comprises more than 300 craft, with a value of more than \$3,000,000. In summer the number of visiting craft exceeds that of local craft.

ROCK HALL HARBOR, MD.

(H. Doc. 273, 80th Cong., 1st sess.)

Location.—Rock Hall Harbor is a shallow cove, on the eastern shore of Chesapeake Bay, about 23 miles southeast of Baltimore.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—The existing project, completed in 1939, provides for a channel 60 feet wide and 7 feet deep from that depth in Swan Creek Inlet to a channel of the same dimensions, 700 feet long, parallel to the harbor terminals at Rock Hall; and an anchorage basin 7 feet deep, 100 feet wide, and about 600 feet long; also two breakwaters at the harbor entrance. Cost, \$52,000.

Recommended modification of the existing project.—To provide for (1) deepening to 10 feet and widening to 100 feet the approach channel from the 10-foot contour in Swan Creek Inlet to the existing channel parallel to the harbor terminals and enlarging the latter channel to equal dimensions; (2) deepening the easterly 250 feet of the existing project basin to 10 feet and its westerly 350 feet to 8 feet; and (3) dredging a new anchorage basin 600 feet long, 200 feet wide, and 8 feet deep, attached to and extending in a southwesterly direction from the west end of the existing basin.

Estimated first cost to the United States for construction.—\$40,000.

Local cooperation.—Provided that local interests furnish free of cost to the United States, when and as required, all lands, easements, rights-of-way, and spoil-disposal areas for the new work and subsequent maintenance; and hold and save the United States free from damages due to the improvements.

Annual cost of maintenance to the United States.—\$2,000 in addition to that now required—\$1,400; total, \$3,400.

Benefits.—The average annual tangible benefits of the proposed further improvement are estimated at \$5,645, which includes reduction in transportation costs of \$495 on about 1,100 tons of petroleum products; \$1,200 on 2,000 tons of tomatoes; \$1,100 on 2,775 tons of oystershells and \$250 on 500 tons of slag; savings of \$2,000 through enabling larger boats to deliver oysters at the harbor; and \$600 for reduction of spoilage losses on tomatoes. In addition, it is pointed out that the value of the harbor as a storm refuge would be increased. The ratio of estimated evaluated benefits to cost is 1.83.

Remarks.—Rock Hall and tributary area has a population of about 1,500. The area is serviced by hard-surfaced roads but has no railroad transportation. Commerce between the years 1940 and 1944 has averaged 11,570 tons. It consisted largely of sea food, petroleum products, and tomatoes.

CHANNEL FROM KENT ISLAND NARROWS TO WELLS COVE, CHESTER RIVER, MD.

(H. Doc. 380, 80th Cong., 1st sess.)

Location.—Kent Island Narrows is a small strait connecting Chester River with Prospect Bay on the eastern shore of Chesapeake Bay, 24 miles southeast of Baltimore, Md. Wells Cove, a semicircular bay with a diameter of about 1,200 feet, is located at the southerly entrance to the narrows.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—Provides for securing a channel 7 feet deep and 100 feet wide in the narrows. Improvement of Wells Cove has not been authorized.

Plan of recommended modification of existing project.—Recommends modification of the existing project for Chester River to provide a channel from Kent Island Narrows to Wells Cove 7 feet deep and 75 feet wide, extending from the 7-foot depth curve in Kent Island Narrows 800 feet into Wells Cove with a basin of the same depth and 300 feet square at the head of the channel.

Estimated cost to the United States for construction.—\$16,400.

Local cooperation.—Subject to the condition that responsible local agencies furnish assurances satisfactory to the Secretary of the Army that they will: (a) provide without cost to the United States all lands, easements, rights-of-way and spoil-disposal areas necessary for the construction and subsequent maintenance when and as required; and (b) hold and save the United States free from damages due to the construction works.

Annual cost of maintenance to the United States.—\$1,000.

Benefits.—The estimated annual carrying charges amount to \$1,534. The prospective annual savings in prevention of loss of time from work at the oyster business, and the savings in transportation of fertilizer and grain are estimated at \$13,700. No monetary benefit has been assigned to the convenience that would be afforded by the accessible harbor and the added protection from storms which the harbor will provide, although each of these factors is an important benefit to navigation. Likewise, no estimate has been made for the benefit expected from expansion of the sea-food and marine-railway business. The ratio of benefits to cost is 8.7.

Remarks.—Commerce is limited to oysters transported in small boats. Fishing and farming are the principal occupations. Fishing craft transport from 6,000 to 8,000 tons of oysters per year.

CAMBRIDGE HARBOR, MD.

(H. Doc. 381, 80th Cong., 1st sess.)

Location.—Cambridge Harbor is a tidal estuary on the south side of Choptank River 18 miles east of the mouth of Chesapeake Bay. It is 70 miles southeast of Baltimore.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—Provides for a channel 14 feet deep to the head of the harbor, with widths of 150 feet below and 100 feet above the Market Street Bridge in Cambridge and with a turning basin of the same depth and 200 feet square at the head of the channel; and anchorage basin 10 feet deep, 400 feet long and 175 feet wide on the west side of the channel and a second basin of the same depth 225 feet long and 200 feet wide on the east side of the channel below the bridge; and a channel 60 feet wide and 7 feet deep from that depth in Choptank River to the municipal boat basin north of the harbor entrance.

Plan of recommended modification of existing project.—To provide a channel 150 feet wide and 16 feet deep from that depth in Choptank River to the Market Street Bridge over Cambridge Creek; thence 100 feet wide and 16 feet deep to the head of the harbor, with a turning basin of the same depth and of irregular dimensions comprising approximately 2.4 acres.

Estimated cost to the United States for construction.—\$77,000.

Local cooperation.—Subject to the provision that local interests give assurances satisfactory to the Secretary of the Army that they will (a) furnish free of cost to the United States all necessary rights-of-way and suitable spoil-disposal areas for the initial work and subsequent maintenance, as and when required; (b) hold and save the United States free from damage due to the construction works; (c) remove the wrecks which lie in the area to be dredged at the head of the creek; and (d) lower the water main crossing the creek north of the Market Street Bridge.

Annual cost of maintenance to the United States.—\$2,000 in addition to that now required (\$1,400); total \$3,400.

Benefits.—The annual benefits are estimated at \$13,700, of which \$11,200 is the savings in transportation costs of petroleum products carried in larger tankers, and \$2,500 is the savings on the transportation of grain and fertilizer products. The ratio of benefits to cost is estimated at 2.5. Additional savings will accrue from the petroleum products and grain which will be transported by vessel instead of by rail or truck, and from the large amount of canned goods which will be shipped direct from Cambridge instead of being transferred to other ports.

Remarks.—During the period 1936 to 1941, inclusive, the commerce of the harbor varied from 104,100 to 153,500 tons.

HONGA RIVER AND TAR BAY, CHANNEL INTO BACK CREEK, MD.

(H. Doc. 580, 80th Cong., 2d sess.)

Location.—Honga River is a tidal estuary of Chesapeake Bay which penetrates Dorchester Bay on the Eastern Shore of Maryland between Hoopers Island and the mainland. Hoopers Island is about 85 miles south of Baltimore. Tar Bay is a water course between Barren and Hooper Islands. Fishing Creek connects Honga River and Tar Bay. Back Creek, about 2 miles south of Fishing Creek, is a branch of Honga River extending into upper Hooper Island.

Report authorized by.—River and Harbor Act approved March 2, 1945.

Existing project.—Provides for a channel 60 feet wide and 7 feet deep through Tar Bay and Fishing Creek to the 7-foot contour in Honga River.

Plan of recommended modification of existing project.—To provide for a channel in Back Creek 7 feet deep and 60 feet wide from the 7-foot depth curve in Honga River to a point near the head of Back Creek, with a turning basin of the same depth and 150 feet long by 200 feet wide at the head of the channel.

Estimated first cost to the United States.—\$31,600.

Local cooperation.—Local interests are to give assurances satisfactory to the Secretary of the Army that they will: (a) Provide, without cost to the United States, all necessary lands, easements, rights-of-way, and disposal areas for execution of the project and for subsequent maintenance, as and when required; (b) hold and save the United States free from damages due to construction and maintenance of the project; and (c) provide and maintain, without cost to the United States,

a suitable landing and approach channel of adequate depth, open to the public on equal terms to all.

Annual cost of maintenance to the United States.—\$2,000 in addition to the presently authorized amount.

Benefits.—Annual savings in transportation cost of oysters and oystershells, and the savings in reduction in cost of boat maintenance and repair by the use of local marine railway facilities are estimated at \$7,650. The proposed improvement is economically justified by a ratio of cost to benefits of 1 to 2.46 without taking into consideration the benefits which would result from increased business in the community or the value of the harbor as a harbor of refuge. The annual carrying charges are estimated to be \$3,106.

Remarks.—The Chief of Engineers is of the opinion that the proposed improvements would provide a channel and a needed harbor of refuge for small craft, fully utilize the facilities offered by the marine railway, enhance the productivity of the local oyster boats by shortening the haul to oyster plants, and permit deeper loading of boats and eliminate loss of time awaiting high tide; and that the prospective benefits are sufficient to justify the necessary expenditures.

BRANSONS COVE, LOWER MACHODOC RIVER, VA.

(H. Doc. 420, 80th Cong., 1st sess.)

Location.—Bransons Cove is a small indentation on the eastern side of Lower Machodoc River, a tidal estuary of the Potomac River, 20 miles from Chesapeake Bay. It is the nearest harbor to some of the most productive oyster and fishing grounds in the Potomac River and to a wide expanse of the river exposed to storms.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—None.

Plan of recommended improvement.—Provision of a channel 7 feet deep, 60 feet wide, and 950 feet long from deep water in the lower Machodoc River to a boat basin of the same depth, 800 feet long, 120 feet wide for the first 430 feet from the entrance, and 200 feet wide for the remaining 370 feet.

Estimated cost to the United States for construction.—\$28,600.

Local cooperation.—Subject to the conditions that local interests agree to (a) furnish free of cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas for the initial work and subsequent maintenance when and as required; (b) release the United States from damages to property and oyster grounds incidental to dredging, both for initial work and future maintenance when and as required; and (c) construct, at their own expense, a suitable public wharf and landing area open to all on equal terms.

Annual cost of maintenance to the United States.—\$1,000.

Benefits.—The improvement would provide a strategically located small boat harbor adjacent to exposed waters frequented by small fishing and recreational craft. The value of a harbor at this point is clearly demonstrated by its continued use by a considerable number of boats in spite of difficulties and losses. The average annual tangible benefits are estimated at \$12,082 compared to the annual carrying charges of \$3,793. Provides a benefit-cost ratio of 3.2. Improvement is economically justified.

Remarks.—Present commerce at the cove, consisting principally of fresh sea food, oystershell and fishing supplies, is estimated at 6,850 tons which, with revenues from sport fishing, is valued at \$153,540. In addition, about 4,700 tons of oysters, worth \$147,000, are sold annually to buy boats operating in the area and transported to other harbors. The nearest railroad is 63 miles west, but hard-surface roads serve the area.

DEEP CREEK, WARWICK COUNTY, VA.

(H. Doc. 601, 80th Cong.)

Location.—Deep Creek is a tidal estuary on the north side of James River, 10.5 miles upstream from Newport News, Va. It is 120 feet wide at the mouth. Immediately inside the entrance the creek widens to 950 feet, forming a land-locked and well-protected harbor.

Report authorized by.—Resolution of the Committee on Rivers and Harbors adopted March 26, 1940.

Existing project.—Provides for a channel 6 feet deep through the entrance to Hicks Landing, a distance of 6,000 feet, with widths of 80 feet in James River and 50 feet in Deep Creek; a turning basin 6 feet deep and 100 feet wide and 150 feet long at the upper end; and an anchorage basin 6 feet deep and 6.4 acres in area opposite Menchville; and a timber jetty 800 feet long for protection of the anchorage basin, if and when found necessary. This jetty has not been constructed.

Plan of recommended modification of existing project.—Provides for an approach channel 8 feet deep and 100 feet wide, extending to a point where the natural creek entrance to Deep Creek is constricted, a distance of 9,400 feet; thence 8 feet deep and 60 feet wide through the restricted entrance, a distance of 700 feet; the enlargement of the harbor in Deep Creek opposite Menchville, Va., extending upstream to a point near Parkers Landing and to the foot of Maxwells Lane, from 6.4 acres to about 20 acres with depth of 8 feet, 400 to 740 feet wide and 1,940 feet long; and the elimination of the existing provision that a timber jetty 800 feet long be constructed; substantially in accordance with plans outlined in the report of the district engineer with such modifications as in the discretion of the Secretary of the Army and the Chief of Engineers may be advisable.

Estimated first cost to the United States.—\$153,000 for construction.

Local cooperation.—Provided that responsible local interests give assurances satisfactory to the Secretary of the Army that they will: (a) Provide without cost to the United States all lands, easements rights-of-way, and spoil-disposal areas necessary for the construction and subsequent maintenance of the project, when and as required; (b) hold and save the United States free from damages due to the construction and maintenance of the improvement; (c) provide, maintain and operate without cost to the United States adequate terminal and mooring facilities within the harbor, including access roads, open to all on equal and reasonable terms; and (d) release the United States from all claims for such damages as might occur to public or leased oyster bottoms that may be affected by the construction and maintenance of the project.

Annual cost of maintenance to the United States.—\$8,200 annually in addition to that now required.

Benefits.—The district engineer believes that the proposed improvement would provide adequate anchorage and a harbor of refuge for the numerous light-draft oyster, fish, commercial, and recreational craft operating or cruising in the vicinity and would permit the oyster buy-boats to enter the harbor under all normal conditions. He estimates the annual average benefits at \$34,000 from elimination of loss of time of tonging boats in transferring loads and obtaining supplies; \$780 from elimination of long trips to obtain repairs; and \$74,727 saving in cost of transportation of sand, gravel, road and building materials, and petroleum products—a total of \$109,507. The resulting benefit-cost ratio is 5.0.

Remarks.—The non-Federal cost is estimated at \$108,800, consisting of \$95,800 for construction of wharves and bulkheads, including dredging of approach and berthing areas, and \$13,000 for construction of access roads. The non-Federal annual carrying charge is estimated at \$7,314.

Deep Creek serves a large portion of the inhabitants of Warwick and York Counties, which had a population in 1940 of 18,105. Menchville serves as a supply point for oystermen and fishermen. The rural population of the tributary area is engaged principally in activities pertaining to oystering, fishing, and farming. Harvesting of seed oysters is an important industry, which provides employment for more than 3,000 persons. The nearest railroad connection is at Morrison, 4 miles southeast of Menchville.

SOUTHERN BRANCH OF ELIZABETH RIVER, NORFOLK HARBOR, VA.

(H. Doc. 545, 80th Cong., 2d sess.)

Location.—Southern Branch is one of the three tidal estuaries forming Elizabeth River, which is the main stream of Norfolk Harbor. It is navigable from its mouth to Great Bridge, Va., a river distance of 11.42 miles. The mean range of tide is 2.7 feet at the mouth and 3.0 feet at Great Bridge. The area tributary to Southern Branch includes the counties of Norfolk and Princess Anne. The major cities with their 1940 population are Norfolk, 144,332; Portsmouth, 50,745; and South Norfolk, 8,038. The area is located in the tidewater section of Virginia and the residents are principally engaged in farming, manufacturing, shipbuilding and repairs, shellfish production, wood preserving, and flour blending.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—The existing project for Norfolk Harbor includes the improvement of Southern Branch. The project for Southern Branch provides for a channel 40 feet deep and 450 feet wide from the junction of Southern and Eastern Branches to the Belt Line Railroad bridge, a distance of 2.03 miles, including dredged areas 35 feet deep and 600 to 800 feet wide on either side of the 40-foot channel in front of the Norfolk naval shipyard; a channel 30 feet deep and 375 feet wide from the Belt Line Railroad bridge to the Virginian Railway bridge, a distance of 1.05 miles; and a channel 25 feet deep and generally 200 feet wide from the Virginian Railway bridge to a point 2,500 feet upstream from the Norfolk & Western Railway bridge, a distance of 3.10 miles, including a turning basin 500 feet square at the upper end.

The existing project was approximately 98 percent complete on December 1, 1946. The unecompleted portion consists of dredging the turning basin at the head of the project, which is not to be dredged until it is required in the interests of commerce and navigation. During World War II, the 35-foot-deep side areas on either side of the main channel in front of the Norfolk naval shipyard were dredged to a depth of 40 feet to facilitate the movements of battleships and large airplane carriers to and from the naval docks.

Plan of recommended improvement.—To provide for: (1) an approach and turning area in Southern Branch of Elizabeth River to a depth of 40 feet over a maximum width of 830 feet opposite the Norfolk naval shipyard, extending downstream 3,250 feet from the Belt Line Railroad bridge, including realinement of the 40-foot channel in that area; (2) a channel 35 feet deep and 375 feet wide to extend upstream from the upstream limit of the existing 40-foot channel to the Virginian Railway bridge; (3) a channel 35 feet deep and 250 feet wide from the Virginian Railway bridge upstream to a point 1,900 feet above, or south of, the Norfolk & Western Railway bridge, with adequate widening of the channel at the bends; and (4) a turning basin 600 feet by 600 feet and 35 feet deep at the upstream end of the 35-foot channel; subject to certain conditions of local cooperation.

Estimated cost to United States for construction.—\$1,730,000.

Local cooperation.—The improvement is recommended provided that local interests give assurances satisfactory to the Secretary of the Army that they will: (a) Furnish free of cost to the United States adequate and convenient shore areas for the disposal of material to be initially dredged; (b) provide adequate approach and berthing areas at and in the vicinity of the terminals which would use the recommended improvement, with such dredging to be accomplished immediately upon completion or concurrently with execution of the recommended improvement; (c) hold and save the United States free from all claims for damages arising from the original construction and the future maintenance of the project; and (d) release the United States from all claims for such damages as might occur to public or leased oyster beds that may be affected by the construction and maintenance of the project. The cost to local interests for compliance with conditions of local cooperation is estimated at \$601,760.

Annual maintenance charges to United States.—\$82,800 in addition to that now required.

Benefits.—A survey was made by local interests to determine the potential tonnage of 13 concerns among those now using the waterway. These concerns have a predicted total annual water-borne commerce of 1,804,460 tons to be carried in vessels with drafts of from 28 to 34 feet. Based on the transportation of their commodities in these deeper-draft vessels, this predicted tonnage would result in a saving of \$731,018 annually. The district engineer and the Board of Engineers for Rivers and Harbors have analyzed and investigated the data presented by local interests and find that they represent a fair and conservative prediction of tangible benefits that will accrue to the improvement based on both present and prospective movements of bulk receipts of petroleum products, fertilizer materials, creosote, tar, and asphalt. No credit has been taken for such benefits as may accrue to the project through the possible establishment of additional industries on the waterway. The benefit-cost ratio, based on benefits of \$731,018 and costs of \$201,773, is 3.6.

Remarks.—Commerce on Southern Branch, exclusive of military and lease-lend tonnage, for the period 1936 to 1945, inclusive, varied from 1,117,078 tons in 1944 to a high of 4,050,000 tons in 1941 and averaged 2,831,139 tons annually for that period. The principal commodities moved during the year 1945 consisted of petroleum products, marl, and fertilizer materials. Southern Branch is the most important arm of the port of Norfolk from the standpoint of coastwise and foreign trade, and its commerce has progressed steadily during the past 40 years. In order that this progress may continue, the proposed improvement is necessary to provide adequate channel dimensions and alinement to accommodate the deeper-draft vessels now being used in the coastwise and foreign trade. The benefits are considered ample to justify the required expenditure.

PAMLICO SOUND, N. C., TO STUMPY POINT CHANNEL

(H. Doc. 422, 80th Cong., 1st sess.)

Location.—Stumpy Point Bay is a circular indentation 2 miles in diameter on the mainland side near the northerly end of Pamlico Sound, N. C. The town of Stumpy Point is located on the north-easterly shore and the hamlet of Lake Worth on the northwesterly shore.

Report authorized by.—Resolution of the Committee on Rivers and Harbors adopted April 12, 1946.

Existing project.—None.

Recommended plan of improvement.—To provide a channel 75 feet wide, 7 feet deep, and about 8,000 feet long in Pamlico Sound through Stumpy Point Bay to Lake Worth, with a boat basin of like depth, 50 by 600 feet at the inner end.

Estimated cost to the United States for construction.—\$32,500.

Local cooperation.—Subject to the provisions that responsible local agencies give assurances satisfactory to the Secretary of the Army that they will (a) Provide without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for the construction and subsequent maintenance of the project, when and as needed; (b) hold and save the United States free from damages due to the construction and subsequent maintenance of the project; and (c) provide and maintain adequate terminal facilities with access thereto which shall be open to all on equal terms. In 1929 local interests, at a cost of \$25,000, dredged a channel 75 feet wide and 7 feet deep from the sound to Lake Worth and constructed a small boat basin at the inner end.

Annual cost of maintenance to the United States.—\$3,000.

Benefits.—Annual costs are estimated at \$4,735, and average annual benefits at \$19,400 from savings in cost of transportation, including a saving of \$15 a ton on 750 tons of fish, \$2 a ton on 1,200 tons of ice, \$3.80 a ton on 500 tons of petroleum products, \$2.85 a ton on 1,000 tons of road-building materials, and lesser savings on other items. The ratio of benefits to cost is estimated at 4:10.

Remarks.—The area tributary to Stumpy Point Bay has a population estimated at 500, of which 400 reside in Stumpy Point. In

addition to water transportation the region is served by an unimproved highway.

INLAND WATERWAY FROM BEAUFORT TO JACKSONVILLE, N. C., AND NEW RIVER TO JACKSONVILLE

(H. Doc. 421, 80th Cong., 1st sess.)

Location.—New River rises near Richlands in Onslow County, N. C., and flows southerly into Onslow Bay through New River Inlet. It is 48.3 miles long. The Beaufort to Cape Fear River part of the Inland Waterway crosses New River 2.2 miles above its mouth.

Report authorized by.—Review resolution adopted by the Committee on Rivers and Harbors on June 7, 1945.

Existing project.—Provides for a waterway 12 feet deep with a bottom width of 90 feet along the coast from Beaufort, N. C., to the Cape Fear River, 93.5 miles, including tidal lock and a highway bridge; a channel 10 feet deep and 90 feet wide in New River to the Atlantic Coast Line Railroad bridge at Jacksonville; an entrance channel 6 by 90 feet at New River Inlet with connecting channel of same dimensions to the Inland Waterway near the mouth of New River; a side channel 12 by 90 feet to a turning basin of same depth, 200 by 350 feet, opposite the principal wharves at Swansboro; six mooring basins; and a channel 8 by 90 feet from the waterway via Motte and Banks Channels to a point just within Masonboro Inlet, at Wrightsville Beach, N. C.

Plan of recommended modification of existing project.—To provide for a channel 12 by 90 feet in New River between the Inland Waterway and the Atlantic Coast Line Railroad bridge at Jacksonville, and a basin at Jacksonville of the same depth and varying in width.

Estimated cost to the United States for construction.—\$196,100.

Local cooperation.—Subject to the provisions that local interests give assurances satisfactory to the Secretary of the Army that they will (a) furnish free of cost to the United States all lands, easements, rights-of-way, and suitable areas for disposal of dredged material during construction of the project and for subsequent maintenance, as and when needed; (b) hold and save the United States free from damages due to the construction works and subsequent maintenance, including the damages to oyster beds; and (c) provide adequate terminal facilities at Jacksonville, open to all on equal terms.

Annual cost of maintenance to the United States.—\$3,000 in addition to that now required.

Benefits.—It is estimated that the saving from the deepening of the channel to 12 feet will be \$31,800. Federal annual charges are estimated at \$10,600 and non-Federal at \$900, or a total of \$11,500. The ratio of benefits to costs is 2.77.

Remarks.—The United States Marine Base, Camp Lejeune, includes all of the eastern shore line of New River below Jacksonville and the western shore line between mile 6.1 and Jacksonville, mile 21. It is claimed that approximately 530,000 tons of Navy supplies, fertilizer, petroleum products, and miscellaneous freight now moving by rail alone would utilize the improved waterway at a total saving in excess of the cost of the proposed improvement.

ST. ANDREW BAY, FLA.

(H. Doc. 559, 80th Cong., 2d sess.)

Location.—St. Andrew Bay (formerly St. Andrews Bay) is on the Gulf coast of Florida 110 miles east of Pensacola. It is 10 miles long and has a maximum width between the barrier peninsular and the mainland of about $3\frac{1}{2}$ miles. Natural depths in the bay range up to 50 feet, and the mean tidal range is 1.3 feet. The area commercially tributary to the bay comprises parts of Florida, Georgia, and Alabama and has a population of about 860,000. Panama City, the deep-water port served by the improvement, has a population of about 12,000.

Report authorized by.—Resolution of the Committee on Rivers and Harbors, adopted March 13, 1945.

Existing project.—The Federal project provides for a channel extending from deep water in the bay through the barrier peninsula, known as Lands End, to the Gulf of Mexico, 300 feet wide and 27 feet deep in the bay and through Lands End, and 450 feet wide and 29 feet deep in the Gulf, protected by two jetties; and the maintenance of a channel in Watson Bayou, an arm of St. Andrew Bay at Panama City, 100 feet wide and 10 feet deep from that depth in St. Andrew Bay to the highway bridge 1.7 miles above the mouth.

Plan of recommended modification of existing project.—That the existing Federal project for St. Andrew Bay, Fla., be modified to provide for a depth of 34 feet in the Gulf approach channel and of 32 feet in the channel across Lands End, with no change in alinement or width.

Estimated cost to United States for construction.—\$80,000.

Annual maintenance charges to United States.—\$12,000 for the recommended modification.

Benefits.—The volume of commerce handled through the port and the saving provided to the public by the project as a whole clearly indicate that the additional expenditure required is fully justified. Investigations made by the Board of Engineers for Rivers and Harbors show that the increased loading of bulk commodities which will be possible with the greater depth of channel now proposed will provide savings in transportation costs of at least \$20,000. The annual charges for the further improvement will amount to \$15,200, which results in a benefit-cost ratio for the modification alone of 1.32.

Remarks.—Vessels now being used in regular weekly coastwise service to Panama City draw 27 feet 8 inches when fully loaded, and have a draft of about 30 feet when steaming. To accommodate these vessels, deepening as proposed is essential to enable the port to maintain its position as a Gulf deep-water port.

GALVESTON HARBOR, HOUSTON SHIP CHANNEL, CHANNEL FROM GALVESTON HARBOR TO TEXAS CITY, AND GALVESTON CHANNEL, TEX.

(H. Doc. No. 561, 80th Cong., 2d sess.)

Location.—Galveston Harbor and connecting channels to the ports of Galveston, Houston, and Texas City, Tex., are located on the Gulf coast of Texas at Galveston Bay. The area commercially tributary to the ports served by Galveston Harbor and the connecting

channels includes a large part of Texas and portions of Louisiana and Arkansas. Houston, Galveston, and Texas City, with estimated populations in 1945 of 445,000, 72,000, and 9,000, respectively, are the principal port cities.

Report authorized by.—The Committee on Rivers and Harbors adopted four resolutions on May 10, 1945, authorizing the subject review report.

Existing projects.—The existing project for Galveston Harbor provides for two jetties extending to the 30-foot depth in the Gulf, one on the north from Bolivar Peninsula and one on the south from Galveston Island; an entrance channel between the jetties, 36 feet deep and 800 feet wide, from the Gulf to a point 2 miles west of the seaward end of the north jetty, thence 34 feet deep and 800 feet wide to deep water in Bolivar Roads between Bolivar Peninsula and Galveston Island; maintenance of the State highway ferry channels 12 feet deep by 100 feet wide and 2,000 feet long at Bolivar Peninsula and Galveston Island; and 13 groins to protect the sea wall along the Gulf shore of Galveston between Twelfth Street and Sixty-first Street. The mean range of tide is about 2 feet in the Gulf of Mexico at the entrance to Galveston Harbor.

The existing project for Houston Ship Channel provides for a channel 400 feet wide and 34 feet deep from Bolivar Roads 31 miles across Galveston Bay and up San Jacinto Bay to a point 1 mile above Baytown, thence 350 feet wide and 34 feet deep, 8 miles up San Jacinto River and Buffalo Bayou to Boggy Bayou, thence 300 feet wide and 34 feet deep, 11 miles up Buffalo Bayou to a turning basin 34 feet deep at Houston; a channel 60 feet wide and 10 feet deep from the turning basin, 6.6 miles up Buffalo Bayou to White Oak Bayou in Houston; a channel 60 feet wide and 10 feet deep behind Brady Island 2 miles below the turning basin; turning points at Brady Island and at Hunting Bayou; a silting basin in Sims Bayou and such other silting basins as the Chief of Engineers may consider advisable; and a timber pile dike 26,000 feet long to protect the channel in upper Galveston Bay. The mean range of tide decreases from 1.6 feet in Bolivar Roads to 0.5 foot in San Jacinto River and Buffalo Bayou.

The existing project for the channel from Galveston Harbor to Texas City provides for a channel 300 feet wide and 34 feet deep from Bolivar Roads 6.2 miles across Galveston Bay to the turning basin at Texas City; for a turning basin 34 feet deep; a pile dike on the north side of the channel; and a rubble mound dike a short distance south of the pile dike. The channel from Galveston Harbor to Texas City project has been completed except for dredging a 1,000-foot extension to the turning basin.

The existing project for Galveston Channel provides for a channel 1,200 feet wide and 34 feet deep from Bolivar Roads 5.9 miles between Pelican Island and Galveston Island to Forty-third Street in Galveston, thence 1,200 feet wide and 32 feet deep, 3,550 feet to Fifty-first Street, thence 1,000 feet wide and 32 feet deep, 2,250 feet to Fifty-seventh Street; and a sea wall from the Galveston County sea wall at Sixth Street and Broadway, east to the south jetty of Galveston Harbor.

Plan of recommended modification of existing projects.—The Board of Engineers for River and Harbors recommends, subject to certain conditions of local cooperation, modification of the existing projects for

Galveston Harbor, Tex.; Houston Ship Channel, Tex.; channel from Galveston Harbor to Texas City, Tex.; and Galveston Channel, Tex.; in substantial accordance with the plans of the district engineer, to provide for:

Galveston Harbor.—A depth of 38 feet in the channel from deep water in the Gulf of Mexico to a point 2 miles west of the seaward end of the north jetty, thence a depth of 36 feet to Bolivar Roads, and for revocation of the existing authority for maintenance of the State highway ferry channels on Galveston Island and Bolivar Peninsula, with a decrease of \$7,500 in the approved cost of annual maintenance.

Houston Ship Channel.—A depth of 36 feet in the main channel from deep water in Bolivar Roads to and including the main turning basin at Houston, Tex., and in turning points at the mouth of Hunting Bayou and at the lower end of Brady Island.

Channel from Galveston Harbor to Texas City.—A depth of 36 feet in the channel and turning basin, and a width of 400 feet in the channel and 1,000 feet in the turning basin.

Galveston Channel, Tex.—A depth of 36 feet in the channel from deep water in Bolivar Roads to Forty-third Street extended in the city of Galveston.

Estimated cost to United States for construction.—The total estimated cost to the United States for the improvement of the subject waterways is \$5,057,000.

Local cooperation.—The improvements are recommended subject to the conditions that local interests furnish, without cost to the United States, all lands, easements, and rights-of-way necessary for construction of the projects and subsequent maintenance when and as required, hold and save the United States free from all claims for damages due to the construction and maintenance of the projects; and provided that no dredging shall be done by the United States within 50 feet of any existing pierhead or pierhead line, or any wharf or structure; and provided further that the recommended modification of the existing project for the channel from Galveston Harbor to Texas City, Tex., shall be subject to the additional condition that construction of the authorized extension of the turning basin 1,000 feet southward shall not be undertaken until local interests furnish assurances satisfactory to the Secretary of the Army that they will construct a common-carrier oil terminal substantially as proposed at the time the extension of the basin was authorized.

Annual maintenance charges to United States.—\$227,000 in addition to that now required.

Benefits.—It is estimated that the prospective seagoing commerce on these channels will amount to 37,500,000 tons of petroleum and petroleum products and 7,500,000 tons of dry cargo annually. It is estimated that 65 percent of the commerce in petroleum and petroleum products will be carried in T-2 and larger tankers and 20 percent of the commerce in dry cargo will be carried in C-3 and C-4 dry-cargo vessels. Thus, a total of 25,875,000 tons of commerce will be carried in the larger vessels. The proposed improvements would afford an estimated saving of 3½ cents per ton on this commerce, or a total of \$905,600 annually.

In order to justify economically the improvement of each of the waterways, a study was made as to the commerce that would benefit by the particular improvement and the estimated savings that would

accrue: On Galveston Harbor the annual carrying charge is \$107,900 and the annual benefits are \$229,800, which provides an economic ratio of 2.13; on Houston Ship Channel the annual carrying charge is \$192,500 and the annual benefits are \$440,100 and the economic ratio is 2.29; on the channel to Texas City the annual carrying charge is \$97,100 and the annual benefits are \$206,300, which gives an economic ratio of 2.12; on the Galveston Channel the annual carrying charge is \$28,000 and the annual benefits are \$29,400 and the ratio of benefits-costs is 1.05.

Remarks.—Major industries include the production and refining of petroleum, shipbuilding and repair, steel smelting and fabricating, tin smelting and processing, manufacturing of cement, building materials, chemicals, synthetic rubber, cotton bagging and containers, processing of food and meat, and the milling of flour, rice, and paper pulp.

PORT ARANSAS-CORPUS CHRISTI WATERWAY, TEXAS

(H. Doc. 560, 80th Cong., 2d sess.)

Location.—The Port Aransas-Corpus Christi waterway provides deep-water channels from the Gulf of Mexico to the ports of Harbor Island, Ingleside, and Corpus Christi. It is about 180 miles southwest of Galveston, Tex., and about 125 miles north of Brownsville, Tex. The waterway has an over-all length of 30¼ miles from deep water in the Gulf of Mexico through Turtle Cove and across Corpus Christi Bay to Tule Lake. The area tributary to the Port Aransas-Corpus Christi waterway comprises roughly the part of the State of Texas lying between the Colorado River and the Rio Grande.

Report authorized by.—Resolution of the Committee on Rivers and Harbors, adopted May 10, 1945.

Existing project.—The existing project, in general, provides for a depth of 37 feet across the outer bar and 35 feet in the jetty channel and the channel at Port Aransas, with varying widths for an inner basin at Harbor Island, 30 feet deep by 650 feet wide and 3,000 feet long; for a channel 34 feet deep and 250 feet wide through Turtle Cove, and across Corpus Christi Bay to a turning basin at Corpus Christi 34 feet deep by 1,000 feet wide and 5,500 feet long; thence for a channel 34 feet deep and 200 feet wide to Tule Lake with turning basins of the same depth 1,000 feet wide by 1,200 feet long at Avery Point, and 900 feet wide by 1,000 feet long near Tule Lake. Between Aransas Pass and a point in the middle of Corpus Christi Bay, the Port Aransas-Corpus Christi waterway forms a link in the Gulf Intracoastal Waterway which extends from Apalachee Bay, Fla., to Brownsville, Tex.

Plan of recommended modification of existing project.—Modification of the project for the Port Aransas-Corpus Christi waterway, Texas, to provide for depths of 38 feet in the outer bar channel, 38 feet decreasing to 36 feet from the outer end of the jetty to station 90, north jetty, and 36 feet in all other deep-water channels and basins, except the 2,000-foot undredged portion of the inner basin at Harbor Island; and for a width of 400 feet in the channel from Port Aransas to the maneuvering basin at Corpus Christi, generally in accordance with the plans of the district engineer, and with such modifications as in the opinion of the Secretary of the Army and the Chief of Engineers may be deemed advisable.

Estimated cost to United States for construction, \$2,250,000.

Local cooperation.—The improvement is recommended provided (1) that local interests give assurances satisfactory to the Secretary of the Army that they will (a) deepen and maintain at their own expense the channel through and for a distance of 50 feet on each side of the bridge at the entrance to the Corpus Christi turning basin; (b) furnish free of cost to the United States all lands, easements, rights-of-way, and suitable areas for disposal of dredged material during construction of the project and for subsequent maintenance, as and when needed; and (c) hold and save the United States free from damages due to the construction works and subsequent maintenance; and provided (2) that construction of the improvement to any point west of the Avery Point turning basin shall not be undertaken until local interests furnish assurances satisfactory to the Secretary of the Army that bona fide arrangements have been made with various industries so as to guarantee additional tonnage sufficient to warrant the construction and maintenance of the work between the Avery Point turning basin and the point in question.

Annual maintenance charges to United States.—\$100,000 in addition to the amount now authorized.

Benefits.—The district engineer, from a study of the available information on the costs of operation of T-2 and T-3 tankers and C-3 and C-4 dry-cargo vessels, estimates that each increase of 1 foot in the mean loaded draft of such vessels would reduce the unit cost of operation by $1\frac{3}{4}$ cents per ton. With the improvement of the waterway, he considers that the saving on prospective annual commerce that will be moved in the newer type vessels will be $1\frac{3}{4}$ cents per ton on 5,200,000 tons moving on the improved channel from Port Aransas to the Gulf, and $3\frac{1}{2}$ cents per ton on 8,000,000 tons moving on the improved channel from Corpus Christi to Port Aransas, amounting to a total saving of \$371,000 annually. These benefits do not include any saving as a result of extending the channel from the Avery Point turning basin to and including the Tule Lake turning basin, since the construction of this extension is contingent upon local interests furnishing evidence that sufficient commerce will use the channel to justify its construction.

The Board of Engineers for Rivers and Harbors, carefully reviewed the estimated savings as reported by the district engineer. After careful analysis the Board fully concurred with the estimate. With the annual charges estimated at \$195,000 and the annual benefits at \$371,000, the benefit-cost ratio is 1.9.

Remarks.—The tributary area had a population of 1,100,000 in 1940. The principal cities are San Antonio, Corpus Christi, Laredo, and Del Rio. The principal products of the area are cotton, corn, onions, winter vegetables, livestock, wool, mohair, natural gas, petroleum, and gypsum. The principal industrial developments consist of those industries devoted to the processing of agricultural products and the producing and refining of petroleum and petroleum products. Commercial traffic for the waterway during the 10-year period 1936 to 1945, inclusive, ranged from a maximum of 15,706,000 tons in 1939 to a minimum of 7,013,000 tons in 1942, and averaged 11,865,000 tons annually for the period. The commerce in 1946 increased to 19,891,500 tons. Vessel traffic with drafts of 30–33 feet increased from 188 trips in 1945 to 670 trips in 1946.

TRAVERSE BAY (GRAND TRAVERSE BAY) AT TRAVERSE CITY, MICH.

(H. Doc. 546, 80th Cong., 2d sess.)

Location.—Grand Traverse Bay extends from the easterly shore of the north end of Lake Michigan, southward about 32 miles into the State of Michigan. The bay is about 10 miles wide and for about 17 miles at its head is divided into East and West Arms. Traverse City, Mich., is located at the southern extremity of the West Arm of the bay. In general the bay is deep, with deep water extending close to the shore along the Traverse City water front. Traverse City, with population of 14,445 in 1940, is the largest community in an agricultural region which produces principally fruit and dairy products. Its industries include plants for processing these products and manufacturing lumber, cement and timber products, and leather goods.

Authority.—Review resolution adopted January 27, 1937, by the Committee on Rivers and Harbors, and the River and Harbor Act approved August 26, 1937.

Existing project.—Grand Traverse Bay at Traverse City is not under Federal improvement. A 5-acre municipal yacht harbor protected by a breakwater and piers has been constructed along the central part of the city water front as a Works Progress Administration project. However, this location is exposed to the full force of storms from the north which, with deterioration of the works, has led to virtual abandonment of the facility.

Plan of recommended modification of existing project.—Provision of harbor improvements in Grand Traverse Bay in the vicinity of Traverse City, Mich., by construction of a breakwater and an adjacent basin 600 feet wide and 1,000 feet long with depth of 14 feet in the outer 500 feet of the area and of 10 feet in the remainder.

Estimated cost to United States for construction.—\$316,200.

Local cooperation.—The improvement is recommended provided local interests agree to (a) furnish, free of cost to the United States, all necessary lands, easements, and rights-of-way for the shoreward end of the breakwater, including right of access thereto from the public highway, and easements for suitable spoil-disposal areas along shore, for the new work and subsequent maintenance, when and as required, including provision of a low earth dike, when requested by the Chief of Engineers, to retain the dredged materials; (b) construct, operate, and maintain a suitable public wharf open to all on equal terms (c) establish a competent body empowered to regulate the development and use of the harbor facilities in the best interest of the public; and (d) hold and save the United States free from all damages resulting from the dredging and construction operations.

Annual cost of maintenance to United States.—\$3,500.

Benefits.—The evaluated annual benefits are estimated at \$18,650, consisting of \$10,000 to the boatbuilding and repair industries in connection with the construction and maintenance of additional recreational boats, \$2,650 for the recreational value of additional trips which would be made by local and visiting craft, \$5,500 for reduced damages to boats, and \$500 for elimination of lost time of deep-draft commercial vessels. These estimates indicate a benefit-cost ratio of 1.1.

Remarks.—The demand for increased facilities for recreational boating in this harbor occurs because of the advantages enjoyed by this area as a summer resort for vacationists, who are drawn from the entire north-central part of the United States to the extent that the population of the area is doubled during the summer season. Thus the recreational benefits of the facilities proposed will be widely distributed and not confined to the local area. Furthermore the proposed breakwater will yield some benefit to general commerce in that it will afford a measure of needed protection to freight vessels using nearby existing and planned terminal facilities.

DUNKIRK HARBOR, N. Y.

(H. Doc. 632, 80th Cong., 2d sess.)

Location.—Dunkirk Harbor, N. Y., is situated on the south shore of Lake Erie about 37 miles southwesterly by water from Buffalo, N. Y., and 45 miles northeasterly by water from Erie, Pa. The protected area of the harbor consists of about 60 acres.

Report authorized by.—Review resolution adopted by the Committee on Rivers and Harbors September 18, 1945.

Existing project.—The existing project, in general, provides for a pier 1,410 feet in length on the west side of the entrance channel extending to shore; a detached breakwater extending eastward from the entrance channel for a distance of 2,814 feet; an entrance channel 350 feet wide at its lakeward end, narrowing to 200 feet at the entrance between the west pier and the breakwater, 270 feet apart, and widening to 400 feet at the basin; and a harbor basin 2,420 feet long and 1,000 feet wide; both channel and basin to be 16 feet deep.

Plan of recommended modification of existing project.—That the existing project for Dunkirk Harbor, N. Y., be modified to provide for (a) deepening the entrance channel to 17 feet in earth and 18 feet in rock, with a least width of 190 feet just inside the harbor structures flaring to a width of 320 feet about 600 feet lakeward thereof and extending to deep water; and (b) removal of the rock shoal on the west side of the entrance channel to a depth of 17 feet, with changes in the limits of the basin area; generally in accordance with the plan as shown in the report of the district engineer.

Estimated cost to United States for construction.—\$390,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests give assurances satisfactory to the Secretary of the Army that they will hold and save the United States free from damages due to the work and subsequent maintenance, and provide adequate facilities for the transfer of pulpwood at the city dock.

Annual maintenance charges to United States.—None in addition to that now required.

Benefits.—With the construction of the improvement, proposed shipments of pulpwood to Dunkirk Harbor will be resumed. It is estimated that with a safe and adequate channel depth a saving in transportation charges of \$1.10 per cord will be effected. On an estimated annual movement of 15,000 cords, the total annual savings will be \$16,500, which will provide a benefit-cost ratio of 1.1.

Remarks.—At the public hearing held by the committee, a statement was made that a large steam-electric generating plant is to be

constructed at the harbor. This plant contemplates receiving its coal by lake carriers. Such a movement will provide considerable additional monetary benefits.

PILLAR POINT, HALFMOON BAY, SAN MATEO COUNTY, CALIF.

Location.—Pillar Point is a rocky promontory on the California coast 16 miles south of San Francisco. Halfmoon Bay, adjoining Pillar Point on the east, is a coastal indentation in the form of a quarter circle with a radius of about 1.5 miles.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—None.

Plan of improvement recommended.—The construction of two rubble-mound breakwaters, each approximately 4,400 feet long.

Estimated cost to the United States for construction.—\$4,500,000.

Local cooperation.—Subject to the conditions that local interests establish a competent and properly constituted public body empowered to administer the harbor facilities, and furnish assurances satisfactory to the Secretary of the Army that they will: (a) Make available to the United States the right to obtain, free of royalty costs, the necessary stone for the initial construction and future maintenance of the breakwaters from a source or sources acceptable to the district engineer, when and as required; (b) provide without cost to the United States all necessary lands, easements, and rights-of-way for the construction and maintenance of the project; (c) hold and save the United States free from claims for damages due to construction and maintenance of the project; (d) provide and maintain without cost to the United States necessary utilities and mooring facilities, including a public landing with suitable supply facilities open to all on equal and reasonable terms; and (e) contribute toward the first cost of the improvement the sum of \$100,000.

Annual cost of maintenance to the United States.—\$43,800.

Benefits.—The principal benefits are those relative to the fresh fish and the sardine industries, recreational activities, and change in land use. It is estimated that annual tangible benefits in the amount of \$457,903 would result from increased catch of fish and savings in production and transportation costs, elimination of lost fishing time, decrease in damage to fishing craft and in loss of gear, reduction in marine insurance premiums, availability of local marine repair facilities, increased recreational activities and associated business, and from change in land use attributable to the harbor improvements. In addition, important intangible benefits would accrue from prevention of loss of life and personal injury and from increased health and morale in tributary communities due to improved recreational facilities. The ratio of evaluated annual benefits to estimated annual carrying charges is 1:83.

Remarks.—The bay and harbor are exposed to heavy swells from the west and south. The nearest protected harbor is in San Francisco Bay, the entrance to which, through Golden Gate, is often rough and impassable to small boats during storms. Approximately 125 fishing boats use the harbor. The 1944 fish boat clearances from the harbor totaled 3,090. The catch, including salmon, crab, and other fresh-market fish and sardines, shark and albacore to be processed, is

either landed at Princeton or transferred to collecting boats for delivery to wholesale fish companies at San Francisco. Princeton, on the extreme northern end of the bay, is the base of the fishing industry.

NOYO RIVER AND HARBOR, CALIF.

(H. Doc. 586, 80th Cong.)

Location.—Noyo River flows west for 35 miles, and empties into the Pacific Ocean through Noyo Harbor, a cove 135 miles north of San Francisco and 1.5 miles south of the town of Fort Bragg. The nearest improved harbors are at Bodega Bay, 87 miles south, and at Humboldt Bay, 87 miles north.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—Provides for a breakwater at the ocean entrance to the harbor and for an entrance channel into the river 10 feet deep and 100 feet wide and a channel in the river 10 feet deep and 150 feet wide to about mile 0.6. The breakwater, which was authorized in 1945, has not been constructed.

Plan of recommended modification of existing project.—The Chief of Engineers modification to provide for extending the channel 10 feet deep and 150 feet wide upstream, a distance of one-half mile.

Estimated first cost to the United States.—\$190,000.

Local cooperation.—Local interests are to establish a competent public body empowered to regulate the use and development of the port facilities, which shall be open to all on equal terms, and provided such public body (a) furnishes, without cost to the United States, all lands, easements, and rights-of-way necessary for construction of the improvement; (b) agrees to hold and save the United States free from damages resulting from construction and maintenance of the project; (c) reserves for spoil-disposal areas all presently unused lands adjacent to the lower 1.6 miles of the river and lying below an elevation of 16 feet above mean lower low water; (d) agrees to furnish, free of cost to the United States, easements over these areas for the deposit of spoil from the new work and maintenance dredging and for the construction thereon of impounding levees and to furnish royalty-free material for the construction of such levees, all when and as required; and (e) agrees to contribute to the United States funds equal to the Federal cost of constructing such levees as and when required.

Annual cost of maintenance to the United States.—\$4,000, in addition to the amount now required.

Benefits.—Average annual benefits consist of \$12,000 for reduction of damages to boats and savings in their earning values; \$9,500 for savings in fishing time now lost due to congestion; \$12,600 for making Noyo River suitable as a base for fishing operations by additional boats which, under present conditions, make long runs to market fish at Eureka, Calif.; and \$4,163 for the annual value of the reclaimed lands; total, \$38,263 annually. The benefit-cost ratio is 2.49.

Remarks.—The commerce, consisting of receipts of fish, increased from 600 tons in 1936 to 3,138 tons in 1945. Noyo is a commercial fishing and processing community with a population of about 400. Fort Bragg, population 3,235, is the principal business center of the region.

TILLAMOOK BAY AND BAR, OREG.

Location.—Tillamook Bay is a generally shallow, land-locked bay on the Oregon coast 47 miles south of the mouth of the Columbia River. It is 6 miles long and 3 miles wide. The entrance at the north end of the Bay is 1,300 feet wide.

Report authorized by.—The River and Harbor Act approved March 2, 1945, and resolution adopted by the Committee on Rivers and Harbors September 16, 1946.

Existing project.—Provides for a jetty about 5,700 feet long on the north side of the entrance; a channel 18 feet deep and of such width as can be economically and practically obtained through the bar; a channel 200 by 18 from deep water in the bay to Miami Cove, including a turning basin; a channel 200 by 16 to Hobsonville, with a turning basin; and regulating works as needed.

Plan of recommended modification of existing project.—It is recommended that the project for Tillamook Bay, Oreg., be modified to provide also for initial dredging of a small-boat basin and an approach thereto at Garibaldi, Oreg. to a depth of 12 feet.

Estimated cost to the United States for construction.—\$70,000.

Local cooperation.—Provided local interests furnish free of cost to the United States all easements, rights-of-way, and spoil-disposal areas for initial construction and subsequent maintenance, when and as required, and agree to (a) maintain necessary depths in the mooring basin proper; (b) construct, maintain, and operate necessary mooring facilities and utilities within the basin, including a public landing with suitable supply facilities, open to all on equal terms; and (c) hold and save the United States free from damages due to the construction works.

Annual cost of maintenance to the United States.—\$3,000 in addition to that now required.

Benefits.—A saving of 15,000 hours of running time for the fishing boats at \$5 an hour, and 200 additional tons of fish at \$150 a ton. It is believed that half the savings should be credited to the existing project, and therefore the benefits resulting from the proposed improvement would be \$52,500. The total annual charges are estimated at \$9,730 giving the benefit-cost ratio of 5.4.

Remarks.—The chief resources of the area are forests, fisheries, recreation areas, and agricultural lands. The principal products are various types of lumber, dairy products, and seafoods. The district engineer is of the opinion that a moderate growth in the fishing industry can be anticipated and the provision of a small-boat basin to accomodate about 100 boats is warranted.

UMPQUA HARBOR AND RIVER AT WINCHESTER BAY, OREG.

Location.—Umpqua River empties into the Pacific Ocean 180 miles south of the mouth of the Columbia River. Winchester Bay is a widening at the entrance of a tributary creek on the south side of the river 2 miles above its mouth.

Report authorized by.—Resolution adopted by the Senate Committee on Commerce on September 28, 1945.

Existing project.—Provides for a channel 10 feet deep and 100 feet wide from river channel to dock in Winchester Bay with mooring and

turning basin 10 feet deep, 175 feet wide, and 300 feet long at the inner end. No work has been done on this project.

Plan of recommended modification of existing project.—Modification of the existing project for Umpqua River to provide for a channel 12 feet deep and 100 feet wide from deep water in the river to the vicinity of the docks in Winchester Bay with a mooring and turning basin 12 feet deep, 175 feet wide, and 300 feet long at the inner end.

Estimated cost to the United States for construction.—\$34,500.

Local cooperation.—Provided local interests agree to (a) furnish free of cost to the United States all necessary lands, easements and rights-of-way including suitable spoil-disposal areas for the new work and subsequent maintenance, when and as required; (b) hold and save the United States free from all damages resulting from the improvement; and (c) in lieu of the initial contribution of \$10,000 required by the existing project, construct, maintain, and operate suitable public terminal and mooring facilities with essential utilities and supply services at the basin, open to all on equal terms, and at their own expense maintain project depths within the mooring and turning basin after its construction has been accomplished.

Annual cost of maintenance to the United States.—\$500 in addition to that now authorized.

Benefits.—Annual benefits attributable to the proposed increase in depth are evaluated at \$6,700, for savings in the operating costs of commercial fishing vessels. This indicates a benefit-cost ratio of 1.7.

Remarks.—When the 10-foot channel and basin were originally recommended to Congress in 1941, the cost of construction was estimated at \$44,000 of which \$10,000 was to be contributed by local interests, and the annual cost of maintenance was estimated at \$1,000. Due to the general rise in prices in recent years, and a change in the method of doing maintenance work, the cost to the United States of doing this work is now estimated at \$53,000, exclusive of the \$10,000 contribution by local interests, and \$8,500 annually for maintenance. He estimates the annual costs and benefits at \$11,020 and \$13,800, respectively, indicating economic justification for this authorized improvement by a benefit-cost ratio of 1.25 under recent price conditions.

CHANNEL AT CHARLESTON, SOUTH SLOUGH, OREG.

Location.—South Slough, a tributary of Coos Bay, is a tidal estuary with the head of navigation 5 miles above the mouth. Coos Bay is located in southern Oregon, 200 miles south of the mouth of Columbia River and 445 miles north of San Francisco Bay. The controlling depth in South Slough below Charleston, 1 mile, is 6 feet.

Report authorized by.—The River and Harbor Act approved March 2, 1945.

Existing project.—None.

Plan of improvement recommended.—The Chief of Engineers recommends that the existing project for Coos Bay be modified to provide also for a channel 10 feet deep at mean low water and 150 feet wide from the main channel in Coos Bay to a point 2,000 feet north of the highway bridge at Charleston, a distance of 3,400 feet; a mooring basin 10 feet deep at mean low water, 500 feet wide and 900 feet long; and a breakwater 2,100 feet long extending channelward from the west shore in the vicinity of the United States Coast Guard station.

Estimated cost to the United States for Construction.—\$349,300.

Local cooperation.—Provided that responsible local agencies give assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas for the construction and subsequent maintenance of the project, when and as required; (b) hold and save the United States free from damage due to the construction and subsequent maintenance of the project; (c) construct, maintain, and operate adequate mooring facilities within the basin, and a public landing with suitable utility and supply facilities, open to all on equal and equitable terms; (d) maintain project depths within the mooring basin and maintain the bulkhead after completion; (e) hold a strip of land not less than 100 feet wide adjacent to the landward of the bulkhead along the northerly, easterly and southerly side of the filled area, as a free, public roadway or landing; and (f) make a cash contribution toward the cost of the improvement equal to one-half of the cost of construction of the proposed bulkhead but not to exceed \$40,800.

Annual cost of maintenance to the United States.—\$4,500.

Benefits.—The average annual benefits from the proposed improvement, as estimated by the district engineer, are \$35,440, comprising (a) \$6,500 from elimination of damage to vessels from grounding on shoals and of storm damage now suffered by mooring facilities and vessels while moored in the harbor; (b) \$1,440 from elimination of travel to safe moorage; (c) \$22,500 from gain in effective fishing time; and (d) \$5,000 from indirect benefits. The resulting benefit-cost ratio is 1:3.

Remarks.—The harbor at Charleston is exposed to waves created by northwest winds, and to swells produced by outside storms. The nearest protected moorage for the Charleston fishing fleet is at North Bend on Coos Bay, about 12 miles up the bay. Due to its proximity to the important fishing grounds, Charleston is the base for a fishing fleet of 60 oceangoing craft with drafts up to 9 feet and about 100 other craft which use the harbor during the fishing season. It is reported that an average of 3,300 tons annually of fish and crabs were landed at Charleston during the 6-year period 1940 to 1945, inclusive.

COOS AND MILLICOMA RIVERS, OREG.

(S. Doc. 124, 80th Cong., 2d sess.)

Location.—Coos River is formed by the junction of its South Fork and Millicoma River, flows west and north 5.3 miles and empties into Coos Bay, an arm of the Pacific Ocean. Near its mouth the river has two channels, separated by an island. The old channel east of the island, which formerly carried all the commerce, has deteriorated in depth since formation a few years ago of a natural cut-off channel west of the island. Until recently this cut-off had sufficient depths for navigation. However, widening of the channel by erosion has been accompanied by formation of a shoal about 2,000 feet along with controlling depth of 2 feet just within the mouth. Elsewhere controlling depths in the cut-off, which is now the principal channel for navigation, exceed 5 feet. From the river mouth to the improved deep ship channel in the bay the controlling depth is 5.5 feet. Tidal range at mouth of Coos River, 5.6 feet. Tides extend up Millicoma River to

Allegany, 13.8 miles; and up South Fork to just above Dellwood, 14.7 miles, above the mouth of Coos River.

Report authorized by.—Resolution of the Senate Committee on Commerce adopted September 24, 1945.

Recommended plan of improvement.—Modification of the existing project for Coos River, Oreg., to provide for channels 5 feet deep and 50 feet wide from the mouth of Coos River to Allegany on Millicoma River, mile 13.8, and to Dellwood on South Fork, mile 14, and thence a channel 3 feet deep and 50 feet wide to mile 14.7 on South Fork, including stabilization works on Coos River.

Estimated cost to the United States for construction.—\$310,000.

Local cooperation.—Provided that local interests furnish, free of cost to the United States all lands, easements, rights-of-ways, and spoil-disposal areas necessary for construction and future maintenance of the work, when and as required; construct, maintain, and operate adequate terminal facilities open to all on equal terms; and hold and save the United States free from any damages resulting from construction and maintenance of the improvements.

Annual cost of maintenance to the United States.—\$19,000, in addition to the amount now required.

Benefits.—Aside from milk and mail-boat traffic, the district engineer estimates the prospective annual commerce at 768,750 tons of rafted logs, 27,750 tons of crushed stone and 10,000 tons of general freight, a total of 806,500 tons, the movement of which is estimated to cost \$80,200 less annually than the cost for movement on the existing channels. The benefit-cost ratio is 2.24.

Remarks.—The principal resource of the basin is its stand of timber estimated at over 7,000,000,000 board-feet. Limited dairy farming in the lower basin is the principal agricultural activity. The basin above Coos Bay has no common-carrier railways.

SKIPANON RIVER CHANNEL, WARRENTON, OREG.

(S. Doc. 93, 80th Cong., 1st sess.)

Location.—Skipanon River rises in Cullaby Lake in the northwestern part of Clatsop County, Oreg., flows north 8 miles and enters the Columbia River at Warrenton, 10 miles above the mouth of the Columbia and about 5 miles downstream from Astoria.

Report authorized by.—Resolution adopted by the Senate Committee on Commerce, October 2, 1945.

Existing project.—Provides for a channel 30 feet and generally 200 feet wide to the railroad bridge at Warrenton, 1.8 miles, with a turning basin at Warrenton; thence 6 by 40 feet with increased widths at log dumps and terminals for a distance of 4,500 feet above the railroad bridge.

Plan of recommended modification of existing project.—The dredging of a mooring basin 12 feet deep, and of triangular form, at Warrenton.

Estimated cost to the United States for construction.—\$114,500.

Local cooperation.—Subject to the conditions that before construction is initiated, responsible local interests give assurances satisfactory to the Secretary of the Army that they will (a) provide, without cost to the United States, all lands, easements, and rights-of-way necessary for the construction of the project and the subsequent maintenance thereof; (b) hold and save the United States free from damages due to the

construction works; (c) maintain project depth in the basin after completion; and (d) construct, maintain, and operate the necessary mooring facilities and utilities within the basin, including a public landing with suitable supply facilities, all of which shall be open to all on equal and equitable terms.

Annual cost of maintenance to the United States.—No additional cost over that now authorized—\$20,000.

Benefits.—The district engineer finds that Warrenton is a potential base for a fleet of fishing boats operating in the lower Columbia and along the nearby Pacific coast, and that existing facilities in the harbor are entirely inadequate to provide safe moorage for the numerous locally based boats. He estimates that 280 fishing and recreational craft operating in the vicinity would make 13,000 trips annually to Warrenton Harbor if suitable accommodations were available. The proposed improvement would provide adequate, well-protected, fresh-water moorage for 250 small craft at a total estimated annual cost of \$7,330. The Board of Engineers for Rivers and Harbors estimates annual benefits at \$15,000 for increased catch of fish, \$5,000 elimination of damage to vessels, and \$3,000 intangible benefits. The evaluated benefits total \$23,000 which provides a benefit cost ratio of 3.1.

Remarks.—In connection with a previous investigation to provide a harbor for 1,000 light-draft vessels at Astoria, 6 miles distant, the United States Fish and Wildlife Service estimated that over 3,000 fishing and recreational craft utilize the lower Columbia and adjacent waters.

SMITH RIVER, OREG.

(S. Doc. 94, 80th Cong., 1st sess.)

Location.—Smith River, in Douglas County, Oreg., rises in the Coast Range, flows 47 miles westerly to the head of tidewater; thence continues westerly and southwesterly for 23 miles to Reedsport where it joins the Umpqua River, 11 miles from the Pacific Ocean.

Report authorized by.—Resolution of the Senate Committee on Commerce, adopted October 16, 1944.

Existing project.—None.

Recommended plan of improvement.—Provision of a channel 6 feet deep and 100 feet wide from the mouth of the river to the mouth of North Fork (15.8 miles); thence 4 feet deep and 75 feet wide to Sulphur Springs Landing (5 miles), with a passing place 125 feet wide and 800 feet long in the vicinity of the mouth of North Fork.

Estimated cost to the United States for construction.—\$96,100.

Local cooperation.—Provided that local interests agree to (a) furnish without cost to the United States, all lands, easements, rights-of-way, and spoil-disposal areas for the new work and subsequent maintenance, when and as required; (b) hold and save the United States free from damages due to construction and maintenance of the improvement; and (c) construct and maintain terminal facilities as may be necessary to meet the needs of commerce, open to all on equal terms.

Annual cost of maintenance to the United States.—\$11,500.

Benefits.—The proposed plan of improvement will provide better access to timberlands in public and private ownership, lower transportation costs on a variety of commodities, and reduce spoilage of perishable products. Annual charges, including \$11,500 for maintenance, would be \$16,330. The recommended improvement will result

in average annual savings totaling \$21,300 on 393,825 tons of commerce. The ratio of costs to benefits is 1.3.

Remarks.—Second-growth timber estimated at 7.5 billion board feet, partially in the national forests and on State lands, is the principal resource of the basin. Little of the land is suitable for agriculture. However, dairy farmers along the lower section of the stream produce a reported 3,600 tons of milk yearly. Records of commerce for the year 1942 to 1945, inclusive, show an annual average of 44,000 tons of freight and 1,300 passengers.

GRAYS HARBOR AND CHEHALIS RIVER, WASH.

Location.—Grays Harbor is a large pear-shaped estuary on the coast of Washington, 45 miles north of the mouth of the Columbia River. From the Chehalis River at Aberdeen it extends westerly 15 miles to the coast line where it is separated from the ocean by two narrow sandy peninsulas. The harbor entrance is about 9,000 feet wide.

Report authorized by.—Provisions in the River and Harbor Act approved March 2, 1945, and resolution of the Committee on Rivers and Harbors adopted April 24, 1945.

Existing project.—Entrance channel across the bar 600 feet wide and 30 feet deep at mean lower low water; a north jetty 16,000 feet long; a south jetty 13,734 feet long; maintenance of a channel 30 feet deep and 350 feet wide from deep water in the harbor to the Grays Harbor Commission terminal at Hoquiam and Aberdeen, $13\frac{1}{4}$ miles; thence 26 feet deep and 200 to 350 feet wide to the Union Pacific Railroad bridge at Aberdeen, $2\frac{1}{4}$ miles; thence 18 feet deep and 200 feet wide to Cosmopolis, 3 miles; and for a channel 16 feet deep and 150 feet wide from Cosmopolis to Montesano, $10\frac{3}{4}$ miles. Tidal range, 6.9 at the entrance to 7.8 feet at Aberdeen. Channel between Cosmopolis and Montesano is not completed.

Plan of recommended modification of existing project.—To provide for a channel 14 feet deep and 100 feet wide in South Bay to Bay City, and for a rubblemount breakwater 1,000 feet long at Westhaven Cove and a rock-fill levee about 7,500 feet long extending from the shore end of the south jetty northeast along the beach at Point Chehalis.

Estimated cost to the United States for construction.—\$25,700 for the channel to Bay City, and \$3,580,000 for the breakwater and levee.

Local cooperation.—Provided local interests furnish assurances satisfactory to the Secretary of the Army that they will furnish lands and rights-of-way required for construction and suitable spoil disposal areas for initial dredging and subsequent maintenance, when and as required; maintain depths at the Bay City wharf commensurate with those of the channel; lend to the United States the Port of Grays Harbor dredge for dredging the Bay City and Westhaven channels without charge other than reimbursement for the operating cost of the dredge on a basis approved by the Chief of Engineers; hold and save the United States free from damages due to construction and maintenance of the improvements; enlarge and maintain the Westhaven base by dredging; and construct, in accordance with plans approved by the Secretary of the Army, maintain, and operate adequate mooring facilities within the basin, utilities, and a public

landing with suitable service and supply facilities, open to all on equal terms.

Annual cost of maintenance.—\$1,000 on the channel to Bay City, and \$102,700 on the breakwater, levee, and approach channel to the Westhaven small-boat base, in addition to that now authorized.

Benefits.—Improving the channel to Bay City would eliminate the need for a pilot boat, the time lost awaiting the pilot boat, and the time lost by occasional groundings. Annual charges are \$2,000; value of benefits, \$2,650; benefit-cost ratio, 1.33.

Maintenance of the levee, breakwater, and entrance channel to Westhaven Cove is estimated at \$102,700 per year. The total annual charges are estimated at \$291,000 and benefits are estimated as \$372,500, which includes elimination of damages to boats and moorage, eliminating extra operating costs to the fishing fleet, increased fishing income, eliminating property damage, elimination of expenditures on the existing jetty, and indirect benefits. The benefit-cost ratio is 1.28.

The estimates for cost of new work and the estimates of annual benefits are based on 1947 price level as computed by the division engineer and concurred in by the Board of Engineers for Rivers and Harbors.

Remarks.—The tributary area has a population of 54,000. Aberdeen with 19,500, Hoquiam with 11,500, and Cosmopolis with 1,300 are located near the mouth of the Chehalis River at the eastern end of the harbor and form a metropolitan area which is the center of activity. Lumbering and fishing are the principal industries of the area. Plywood, veneers, pulp, paper, shingles, and furniture are manufactured. Fish-processing plants are located at Hoquiam and Aberdeen, at Bay City and Ocosta on the south shore, and at Westhaven on the south peninsula. Commerce of the harbor averages about 2,500,000 tons per year and consists principally of logs, lumber, shingles, pulp, paper, and miscellaneous wood products. Several thousand tons of fish and crabs are delivered per year to the processing plants at Westhaven, Bay City, Hoquiam, and Aberdeen.

REMOVAL OF DRIFT FROM BALTIMORE HARBOR, MD.

Location and description.—Baltimore Harbor, Md., one of the country's leading ports, is situated at the head of the navigable portion of Patapsco River which flows into the upper end of Chesapeake Bay. Comprising the navigable portions of that river and its tributaries, the harbor covers approximately 24 square miles of tidal waterway and contains some 27 miles of developed water front, measured along the established bulkhead line.

Commerce.—Commercial vessel traffic has varied from 21,800,000 tons in 1936 to 32,200,000 tons in 1946. Passenger traffic has ranged from 561,000 in 1936 to 611,000 in 1946, with a high of 2,648,000 in 1943. About 350 small craft operate in the harbor, in addition to a substantial number of transient fishing and oystering boats from various Chesapeake Bay ports. In 1946 Baltimore ranked second to New York in volume of foreign commerce.

Hazard caused by drift.—A decided hazard to small-boat operation involving both property and life is created by considerable collections of floating drift. The drift is washed down from tributary waters, from large storm drain outfalls after heavy rains, and discharged from

vessels, piers, and shore establishments. The current in the harbor has little strength owing to the low range of tide, the mean range being about 1 foot. As a consequence the drift is often trapped behind piers in the harbor and cannot be dispersed freely into the open waters of Chesapeake Bay and thus find its way to the ocean. Trapped drift floats back and forth in the harbor and eventually becomes saturated with waste oil, creating the additional hazard of fire.

Damages caused by drift.—In addition to the fire hazard created, the drift causes a considerable annual monetary damage to vessels of all sizes. Loss of vessel time results due to lay-up for repairs.

Existing project.—There is no existing Federal project for collection and removal of drift from Baltimore Harbor. Federal participation in such work is now required to meet the increasing need for protection against damage from drift by prosecution of a regular program for its collection and removal as now carried out in New York Harbor.

Estimated cost.—In order to remove completely and keep drift from the harbor with floating plant of the Corps of Engineers, the cost would be \$60,000 for the first year and \$34,000 annually thereafter.

Recommendation.—Federal participation in the collection and removal of drift from Baltimore Harbor is warranted in view of the substantial benefits that would accrue to navigation.

MODIFICATION OF NECHES-ANGELINA PROJECT

The Neches River, Tex., discharges into Sabine Lake near the Texas-Louisiana State line. The Angelina River is its principal tributary. The Neches River drains an area of over 10,000 square miles. During certain seasons of the year the demand for an adequate water supply for domestic, industrial, and rice irrigation exceeds the supply.

The existing project for the Neches and Angelina Rivers, adopted in the River and Harbor Act approved March 2, 1945, provides among other improvements for the construction of dam B on the Neches River. Local interests are required to contribute \$5,000,000 toward the construction of the project in consideration of the additional low water flow to be made available in the natural channel of the lower Neches River for municipal, industrial, and irrigation use at and in the vicinity of Beaumont and Port Arthur, Tex. Dam B has for its chief purpose the regulation of fluctuating discharges from upstream power plants so as to give a uniform daily flow on the lower river, with power development as a secondary use. During dry years the Neches River is subject to salt-water intrusion. To avoid such contamination and other possible sources of pollution local interests desire the authority to withdraw a supply of the relatively pure water from above dam B.

Section 103 of the bill is a modification of the original project, which provides that the local agency, which gives assurances that upon completion of the entire project it will contribute toward the first cost of the work the sum of \$5,000,000, shall be permitted to withdraw from the pool of dam B not to exceed 2,000 cubic feet of water per second for its own use.

In the consideration of this section of the bill at the hearing held by the subcommittee the Corps of Engineers advised that there was no objection to proposed modification.

PRELIMINARY EXAMINATIONS AND SURVEYS (SEC. 104)

The committee gave careful consideration to all preliminary examination and survey items included in section 104 and the Chief of Engineers reported favorably in each instance. (See table for list.)

TITLE II—FLOOD CONTROL

Projects and surveys in title II, with estimated costs and numbers of House and Senate documents relating thereto:

Items (sec. 203)

	Document No. (80th Cong.) ¹	Estimated cost ²
Arkansas River Basin, at Carthage and Monett, Mo.-----	H. 445-----	\$740, 000
Special provision re approaches to certain highway bridges across the Arkansas River.-----		200, 000
Rock River at South Beloit, Ill.-----	H. 112-----	100, 000
Henderson River, Ill.-----	H. 245-----	1, 520, 000
Mississippi River in vicinity of Aitkin, Minn.-----	H. 599-----	1, 680, 000
Redstone Creek, Pa.-----	H. 301-----	1, 015, 000
Ohio River at Rosiclare, Ill.-----	S. 125-----	500, 000
Tonawanda Creek, N. Y.-----	S. 46-----	565, 000
Genesee River (Canaseraga Creek), N. Y.-----	H. 206-----	165, 000
Clinton River (Red Run), Mich.-----	H. 628-----	1, 010, 000
Reno Beach-Howards farm area, Ohio.-----	H. 554-----	330, 000
Santa Clara River, Calif.-----	H. 443-----	4, 960, 000
Gila River Basin, Tucson, Ariz.-----	H. 274-----	2, 390, 000
Mississippi River below Cape Girardeau, Mo.-----	H. 627-----	7, 700, 000
Total-----		22, 875, 000

¹ H indicates House document; S indicates Senate document.

² December 1947 price levels apply to all cost figures appearing in this table and title II of this bill.

Survey items (sec. 204)

Rahway River and its tributaries, New Jersey.
 Chowan River and its tributaries, Virginia and North Carolina.
 Pantego Creek and Cucklers Creek, N. C.
 Rice Creek, a tributary of St. Johns River, Fla.
 Streams flowing through the Brazoria-Galveston soil-conservation district, the Trinity Bay soil-conservation district, the Coastal Plains soil-conservation district, and the Matagorda County soil-conservation district, Texas.
 Area at and in the vicinity of Texas City, Tex., with a view to providing for its protection against storms and erosions, including the protection of the instrumentalities and aids to commerce located there.
 Au Gres River and tributaries, Michigan.
 Area at and in the vicinity of Bellevue, Ohio, and the surrounding area of Seneca, Erie, Huron, and Sandusky Counties, with a view to the control of floods caused by excess underground and surface waters.
 Harbors and rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses.

Flood control throughout the United States has progressed in general at a satisfactory rate since establishment of the first national flood control policy by the Flood Control Act of 1936. Although presently authorized projects are well dispersed throughout the country there are many areas where flood problems are acute and which are not within the areas intended to be protected by authorized projects. Some of these areas, for which projects have been recommended by the Corps of Engineers, are considered to warrant immediate attention, either because of the high rate of return on the

Federal investment or because of the serious menace to life and community welfare which now exists.

The Public Works Committee of the House feels that there is need for the authorization of these flood-control projects in this bill so that prompt action may be taken to alleviate the flood menace in these localities. The committee feels that a large omnibus bill to include additional monetary authorization for the prosecution of comprehensive river-basin plans and to include large new projects can safely be let pass over until the next session of the Congress, in view of the fact that existing monetary authorization for the river-basin plans is considered sufficient to permit continuing appropriations for the prosecution of these plans until next year. For these reasons the committee has been careful in its selection of these few outstanding projects for flood control and related purposes, the authorization of which it considers to be urgent.

These projects have all been reported upon by the Corps of Engineers in accordance with instructions from the Congress. In conformance with existing law, local interests have been afforded the opportunity of expressing fully their views on the recommendations made by the Corps of Engineers for the projects included in this bill, and there has been local approval of each. The committee has heard of no opposition to any of these projects. The Board of Engineers for Rivers and Harbors has, in accordance with existing law, reviewed the reports of the district and division engineers of the Corps of Engineers, and the Chief of Engineers has prepared a report on each project after careful study of the views of the reporting officers. The reports have been furnished to the governors of the affected States, to the Secretary of the Interior where applicable, and to the Bureau of the Budget for its views on the relation of the recommended projects to the program of the President. The affected States have approved the projects.

GENERAL PROVISIONS

Sections 201 and 202 are general provisions common to previous flood-control acts.

FLOOD-CONTROL PROJECTS

Comprehensive summaries of flood-control projects in section 203 follow:

ARKANSAS RIVER BASIN AT CARTHAGE AND MONETT, MO.

(H. Doc. 445, 80th Cong., 2d sess.)

Location.—Carthage, the county seat of Jasper County, Mo., is located on Spring River at river mile 68. Spring River is a tributary of the Grand (Neosho) River at the upper end of Pensacola Reservoir in the Arkansas River Basin. The town of Monett is located in Lawrence and Barry Counties, Mo., at the confluence of Kelly and Clear Creeks in the Spring River Basin.

Report authorized by.—Resolution of the Committee on Flood Control, House of Representatives, adopted October 8, 1945.

Existing project.—There is no Federal project for flood protection at Carthage or Monett, Mo.

Kelly Creek floodway, located at Monett, Mo., was constructed with Civil Works Administration and Work Projects Administration funds and individual contributions by local interests. Capacity of the floodway is estimated at 2,500 cubic feet per second.

Plan of recommended improvement.—The construction of a levee about 1 mile long with appurtenant works for the protection of the town of Carthage. The construction of a channel for the diversion of the flow of Kelly Creek from the business section of Monett. The improvement would include 1.8 miles of leveed floodway, 1.6 miles of unleveed floodway, and 0.8 mile of excavated channel across the divide.

Estimated cost to United States for construction.—\$740,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests (a) furnish without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (b) hold and save the United States free from damages due to the construction works; (c) maintain and operate all of the works after completion in accordance with regulations prescribed by the Secretary of the Army; and (d) furnish acceptable assurances that the flood-carrying capacity of the existing stream channels and of the proposed improvement at Monett will not be encroached upon.

Annual cost of Maintenance to United States.—None.

Benefits.—Annual benefits estimated at \$14,200 and \$36,000 at Carthage and Monett, respectively would accrue to the proposed improvements. Benefits would result from prevention of flood damages and enhancement of property values. Large intangible benefits would also result from removal of the flood hazard.

APPROACHES TO CERTAIN BRIDGES ON ARKANSAS RIVER

The modification of existing projects for flood protection on the Arkansas River, which were authorized by section 10 of the Flood Control Act approved December 22, 1944, is intended to reestablish the general distribution of Federal and local participation in the first cost of alterations to highway bridges and approaches at Morrilton and at Van Buren-Fort Smith, as set forth in House Document No. 447, Seventy-eighth Congress, second session. This modification has become desirable because of the occurrence of floods, subsequent to the report of the Corps of Engineers in House Document No. 447, which changed the channel conditions in this area and required a redesign of the affected structures.

ROCK RIVER, WIS. AND ILL., AT SOUTH BELOIT, ILL.

(H. Doc. No. 112, 80th Cong., 1st sess.)

Location.—Rock River, with a drainage area of 10,850 square miles, rises in southeastern Wisconsin and flows 318 miles generally southwest to enter the Mississippi River just below Rock Island, Ill., 479 miles above the mouth of the Ohio River. Pecatonica River, the principal tributary, enters from the west and Turtle Creek enters from the northeast at South Beloit, Ill. The population of the basin in 1940 was about 792,000, with 62 percent urban. The principal activities are agriculture, the processing of agricultural products, and dairying.

Report authorized by.—Resolutions of the Commerce Committee of the United States Senate adopted March 5, 1938, and the Flood Control Committee of the House of Representatives, adopted April 13, 1938. The Flood Control Act approved June 28, 1938, also contained an item authorizing a preliminary examination and survey of Rock River, Ill.

Existing project.—Under the provisions of the Flood Control Act of 1936, H. R. 8455, the following flood-control projects, located in the Rock River Basin, were authorized: Freeport on Pecatonica River, Ill.; Penny Slough, Rock River, Ill.; and Janesville and Indian Ford, Wis.

Various drainage districts and other local interests have sponsored a number of projects for drainage of swamplands, channel rectification, and the construction of levees.

Plan of recommended improvement.—Provides for the protection of the city of South Beloit by means of a levee along Rock River above Turtle Creek, and a system of levees and river walls along both banks of Turtle Creek, extending from high ground in the vicinity of Grand Avenue to the mouth of Turtle Creek.

Estimated cost to the United States for construction.—\$100,000.

Local cooperation.—Provided local interests bear the costs of all head walls, gates, and road and bridge alterations, subject to the condition that local interests give assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (b) hold and save the United States free from damages due to the construction works; and (c) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army. Local interests will also be required to furnish suitable guarantees that encroachments will be prevented in the flood plains of Pecatonica River and of Turtle Creek within the limits of the project.

Annual cost of maintenance to United States.—None.

Benefits.—The average annual benefits expected to accrue from construction of the flood-protection works are measured by the reduction in direct and indirect flood losses on the lands protected. On this basis it is estimated that average annual benefits will be at least \$20,600, and, when compared with the average annual charges of \$4,675, indicates a favorable cost-to-benefit ratio of 4.4.

Remarks.—The committee notes that the plan of improvement as proposed by the Chief of Engineers would provide protection to the previously flooded areas of South Beloit against flood stages having a probable frequency of once in 100 years and accordingly recommends adoption of this project.

HENDERSON RIVER, ILL.

(H. Doc. 245, 80th Cong., 2d sess.)

Location.—Henderson River rises north of Galesburg in northwestern Illinois and flows in a generally northwestward direction to its confluence with the Mississippi River about 6 miles above Burlington, Iowa. Henderson River flows in a course roughly parallel to the Mississippi River and from 1½ to 3½ miles east of the Mississippi for about 21 miles above their junction.

Report authorized by.—Section 6 of the Flood Control Act approved June 28, 1938.

Existing project.—There is no existing Federal project which specifically provides for improvement of Henderson River for flood control or navigation. Under a general project for the Mississippi River and tributaries, the United States in 1924 and 1930 expended \$185,100 plus \$92,000 contributed by local interests to enlarge levees at three drainage districts near the mouth of Henderson River. Local interests have constructed short and uncoordinated levees and channel improvements on the upper Henderson River and its tributary, Cedar Creek, which afford partial protection against floods.

Plan of recommended improvement.—(a) Provides for diverting the excess water of Henderson River at mile 21.2 to the Mississippi River; (b) the construction of a levee 13,500 feet long along the north bank of Henderson River between mile 21.9 and 24.8; and (c) improvement of the lower 13.7 miles of Cedar Creek by means of levees and channel rectification.

Estimated cost to United States for construction.—\$1,520,000.

Local cooperation.—The improvements are recommended subject to the provision that in each case responsible local agencies give assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the work including construction at their own expense or contributing to the cost of construction, of all highway and farm bridges, fords, and road relocations; (b) hold and save the United States free from damages due to the construction work; and (c) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—The monetary benefits to be derived from the improvement consist principally of prevention of flood damage and are estimated at \$161,000.

MISSISSIPPI RIVER IN THE VICINITY OF AITKIN, MINN.

(H. Doc. 599, 80th Cong., 2d sess.)

Location.—The town of Aitkin, county seat of Aitkin County, Minn., is located on the Mississippi River in central Minnesota. The project considered lies between river mile 1,040.4 and 1,064 on the Mississippi River.

Report authorized by.—Resolution of the Committee on Commerce of the United States Senate adopted August 8, 1944.

Existing project.—Six reservoirs are located in the headwaters of Mississippi River and are maintained and operated by the Department of the Army primarily in the interest of navigation. The State of Minnesota constructed with Federal aid from various Federal unemployment-relief agencies a large number of water-conservation projects in the Mississippi River Basin above Aitkin consisting chiefly of lake-outlet-control structures.

Plan of recommended improvement.—Provides for construction of a diversion channel from mile 1,064 on Mississippi River above Aitkin, Minn., due west about 6 miles to Pine Knoll at mile 1,040.4 with necessary side inlet and erosion-control appurtenances.

Estimated cost to the United States for construction.—\$1,680,000.

Local cooperation.—The improvement is recommended subject to the condition that local interests give assurances that they will: (a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; (b) bear the expense of all necessary construction or alterations of utilities, roads, highways, and bridges; (c) hold and save the United States free from damages due to the construction works; (d) maintain all works after completion in accordance with regulations prescribed by the Secretary of the Army; and (e) prevent future encroachments affecting the flood-carrying capacity of the diversion channel or of the natural channel of the Mississippi River within the limits of the project.

Annual cost of maintenance to United States.—None.

Benefits.—Annual benefits derived from construction of the flood-protection works consisting of prevention of flood damage are estimated at \$82,300.

REDSTONE CREEK AT AND IN THE VICINITY OF UNIONTOWN, PA.

(H. Doc. No. 301, 80th Cong., 1st sess.)

Location.—Redstone Creek rises in the mountains of southwestern Pennsylvania near Hutchinson and flows 25 miles northwesterly to empty into the Monongahela River below Brownsville, Pa. Coal Lick Run joins Redstone Creek at Uniontown, 19 miles above the mouth. The drainage basin contains 108 square miles of mountain terrain, of which 24.1 square miles are above the lower or north corporate limit of the city of Uniontown. The largest city in the basin is Uniontown, with a population in 1940 of 21,819. Principal occupations are coal mining, coke making, manufacturing, transportation, and agriculture. The area is served by three railway systems and improved highways.

Report authorized by.—Flood Control Act approved August 18, 1941.

Existing project.—No improvement for flood control of Redstone Creek has been authorized by Congress.

After the 1936 flood, North Union Township initiated a Works Progress Administration project consisting of channel clearing and widening and a relocation for a length of 569 feet, immediately downstream from the enamel plant of the Richmond Radiator Co. The project was completed in August 1939, at a reported cost of \$21,000. The city of Uniontown at various times performed channel clearing and other miscellaneous work.

Plan of recommended improvement.—The plan of improvement found to be most practicable to provide flood protection to a large section of the city of Uniontown provides for channel improvement of Redstone Creek and Coal Lick Run. The work would consist of widening and deepening with some realignment of the channel, and bank protection consisting of paving and walls locally where necessary, together with related works.

Estimated cost to United States for construction.—\$1,015,000.

Local cooperation.—Provided that local interests (1) contribute in cash the cost of sewer and utility relocations now estimated at \$103,200 with the proviso that they may perform portions of such alterations at their own expense with appropriate reductions in the amount of the cash contribution if determined by the Chief of En-

gineers to be desirable at the time construction of the project is initiated; (2) by city ordinance take steps to prevent encroachment on the channels; and (3) furnish assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the project; (b) alter and reconstruct highway and foot bridges and approaches, and provide support for an apartment house across the channel; (c) hold and save the United States free from damages due to the construction works; and (d) maintain and operate all the works after completion in accordance with regulations to be prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—Average annual benefits derived from the reduction of direct and indirect flood losses and the enhancement of land values attributable to the plan of improvement if completed and in operation are estimated at \$59,400. This amount, when compared with the average annual charges of \$49,900, indicates a favorable benefit-cost ratio of 1.19.

Remarks.—The committee is convinced that the city of Uniontown has a flood problem as evidenced by the record of floods and estimates of damages, and accordingly has included an item in the bill authorizing the construction of this project.

OHIO RIVER AT ROSICLARE, ILL.

(S. Doc. 125, 80th Cong., 2d sess.)

Location.—Rosiclare, Ill., is on the north bank of the Ohio River, 89 miles above its mouth. The town had a population of 1,770 in 1940 and is engaged principally in the production of fluorspar. Three companies have fluorspar mines and processing mills at Rosiclare and a fourth mill processes shipped-in ore. The community also serves as a farmers' trading center and is the terminus of a branch line railroad.

Report authorized by.—Resolution of the Committee on Commerce of the United States Senate adopted September 17, 1945.

Existing project.—No flood-control works have been constructed in the locality and none have been authorized by Congress.

Plan of recommended improvement.—The plan of improvement found to be most suitable for affording flood protection for Rosiclare and the mining properties in the vicinity consists of two sections of levee with freeboard of 3 feet above the crest stage of the flood of 1937.

Estimated cost to the United States for construction.—\$500,000.

Local cooperation.—Provided that responsible local agencies furnish assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the works, including in this requirement the accomplishment of all necessary miscellaneous utility alterations, road relocations, and salvaging of existing structures; (b) hold and save the United States free from damages due to the construction works; and (c) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—Average annual benefits through prevention of direct and indirect flood damages, are estimated at \$90,900 and when compared with the average annual charges of \$30,100 indicates a benefit-cost ratio of 3.02.

Remarks.—The committee realizes that the community of Rosielare, Ill., and the fluorspar mines and mills in that vicinity are damaged severely by Ohio River floods and accordingly recommends adoption of the project.

TONAWANDA CREEK IN THE VICINITY OF BATAVIA, N. Y.

(S. Doc. No. 46, 80th Cong., 1st sess.)

Location.—Tonawanda Creek, draining an area of 525 square miles, rises in western New York State and flows 109 miles northwest to enter Niagara River 13 miles from Lake Erie. The lower 12½ miles of Tonawanda Creek form a part of the New York State barge canal. Basin population in 1940 was 63,800, of which 15,200 resided in Batavia, the largest city. Batavia is the principal industrial center in the watershed subject to flood damages. Manufactures include magnesium, aluminum, and brass die castings, farm machinery, paper boxes, millwork, wood products, and shirts.

Report authorized by.—Resolution of the Committee on Commerce of the United States Senate, adopted April 22, 1942.

Existing project.—No improvement for flood control of Tonawanda Creek has been authorized by Congress.

The city of Batavia and the State of New York have performed some minor channel work and removed obstructions in the vicinity of the city. The State also performed work of a minor nature at other points in the basin.

Plan of recommended improvement.—Provides flood protection for Batavia and vicinity by means of channel clearing and widening to a minimum bottom width of 75 feet from Garwood Road near Bushville to the municipal waterworks dam in Batavia; bank protection and stabilization in that reach; minor channel clearing and removal of an abandoned bridge pier between the municipal dam and the Lehigh Valley Railroad; and removal of the abandoned mill dam at East Pembroke.

Estimated cost to the United States for construction.—\$565,000.

Local cooperation.—Subject to the provision that local interests contribute \$5,500 for removal of the abandoned bridge pier and abandoned mill dam and give assurances satisfactory to the Secretary of the Army that they will (a) provide, without cost to the United States, all lands, easements, and rights-of-way necessary for construction of the project; (b) hold and save the United States free from damages due to the construction works; (c) prescribe and enforce regulations to prevent encroachments on the improved channels; and (d) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to the United States.—None.

Benefits.—The improvement would increase the channel capacity in the city from about 3,600 to 5,000 second-feet, reduce flood heights by an estimated 1.5 to 2.6 feet, and reduce the average annual flood damage by 87 percent, or \$81,100. It would also decrease flooding of adjacent agricultural lands.

Remarks.—The committee is of the opinion that the plan of improvement proposed would materially reduce the flood damage in the city of Batavia and vicinity and accordingly has included an item in the bill for the adoption of this project.

GENESEE RIVER BASIN, N. Y. AT DANSVILLE AND VICINITY

(H. Doc. 206, 80th Cong., 1st sess.)

Location.—Dansville is located on Canaseraga Creek about 19 miles above its confluence with Genesee River, near Mount Morris, in western New York State.

Report authorized by.—Resolution of the Flood Control Committee, House of Representatives, adopted November 10, 1943.

Existing project.—There is no Federal project for flood protection at Dansville, N. Y. Improvements by local interests at Dansville have been limited to deepening and straightening the channel of Canaseraga Creek and its tributaries and construction of short sections of levee.

Plan of recommended improvement.—Provides for construction of levees, bank protection works and channel improvements to protect development on the right bank of Canaseraga Creek located at Cummingsville (North Dansville) and the sewage disposal plant serving the Dansville area.

Estimated cost to United States for construction.—\$165,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests: (a) Provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the improvement; (b) hold and save the United States free from damages due to the construction work; and (c) operate and maintain after completion in accordance with regulations prescribed by the Secretary of the Army including provisions to prevent encroachments on the improved channel; and that the Federal work at the sewage disposal plant be not commenced until responsible local agencies have furnished assurances that for the work at that location, they will cooperate as described in (a), (b), and (c) above and, in addition, will contribute 70 percent of the cost of construction, excluding lands, and will hold and save the United States free from any future claims that the Federal Government should participate in providing additional protection for the sewage disposal plant, or in its operation or maintenance. Total cost of the project to local interests is estimated at \$35,600.

Annual cost of maintenance to United States.—None.

Benefits.—The plan of improvement for Dansville and vicinity would provide protection against a flood discharge of 15,000 cubic feet per second and prevent flood damage estimated at \$9,200 annually.

CLINTON RIVER, MICH., WITH RESPECT TO FLOOD PROTECTION ON RED RUN

(H. Doc. 628, 80th Cong.)

Location.—Red Run is a tributary of South Branch which joins with Middle Branch and North Branch to form the Clinton River in the southeastern part of the lower peninsula of Michigan. Red Run drains approximately 70 square miles in Oakland and Macomb

Counties. Population of the basin was 130,000 in 1940. The largest city in the basin is Royal Oak. The urban centers are primarily residential although a number of industrial plants were established in these communities during the recent war. Principal products are chemicals and machinery. Principal farm products are hay, grains, and garden truck. The basin is crossed by two railroads and several State and Federal highways.

Report authorized by.—Resolution of the Committee on Flood Control of the House of Representatives adopted May 2, 1946.

Existing project.—There is no existing or authorized project for Red Run.

Since 1878 local interests have spent various amounts for channel and drainage improvements in the basin.

Plan of recommended improvement.—Provides for open channel improvement of Red Run to provide an adequate outlet for existing storm drains plus those required in the future by means of enlargement and rectification of Red Run Channel from the intersection of Campbell and Twelve-Mile Roads to the junction of Red Run and South Branch, a distance of about 12 miles, and the construction of needed relief sewers.

Estimated cost to the United States for construction.—\$1,010,000.

Local cooperation.—Subject to the condition that responsible local agencies furnish assurances satisfactory to the Secretary of the Army that they will: (a) Provide without cost to the United States all lands, easements, and rights-of-way (including the removal of buildings) necessary for the construction of the project; (b) bear the expense of constructing new highway bridges, changing existing highway bridges (except the underpinning of footings), constructing all new storm and sanitary sewers, and changing existing sewer facilities; (c) hold and save the United States free from damages resulting from the construction works; (d) establish and enforce regulations, satisfactory to the Secretary of the Army, designed to prevent encroachments on the improved channel; and (e) maintain the project works after completion, in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to the United States.—None.

Benefits.—Average annual benefits are estimated at \$186,900, consisting of \$120,500 for damages prevented and \$66,400 for land enhancement. In addition, there are other important unevaluable benefits to the health and general welfare of the communities. The benefit-cost ratio is 1.04.

Remarks.—The committee notes that the proposed improvement will give substantially complete protection against such damages as have occurred in the past and will result in an increase in the value of property in the areas subject to flooding. The committee accordingly recommends adoption of the project.

RENO BEACH, LUCAS COUNTY, OHIO

(H. Doc. No. 554, 80th Cong., 2d sess.)

Location.—The Reno Beach-Howard Farm area comprises 2,120 acres of land located on the south shore of Lake Erie, about 15 miles east of Toledo, Ohio. It lies between the mouth of Cooley Creek on the west and Wards Canal on the east, and has a lake frontage of 15,400 feet.

Report authorized by.—Flood Control Act approved December 22, 1944.

Existing project.—There is no Federal project for improvement of the Reno Beach-Howard Farm area.

Local interests have constructed protective works along the boundary streams and the lake front, with internal drainage and pumping facilities which provided a high degree of protection for a number of years; however, they were allowed to deteriorate and were severely damaged by the storms of 1929 and 1943.

Plan of recommended improvement.—The most economical plan of protection, referred to by the Corps of Engineers as plan A, would consist of an earth seawall faced on the lakeward side with quarry-run stone. However, local interests desire a more costly plan consisting of an earth dike protected on the lakeward side with a bulkhead of steel sheet piling, with steel sheet piling groins along the lakeward face, referred to by the Corps of Engineers as plan B. The Chief of Engineers recommends plan A with the provision that plan B be substituted at the time of construction if local interests pay the difference in cost.

Estimated cost to United States for construction.—\$330,000.

Local cooperation.—The improvement (plan A) is recommended subject to the condition that local interests contribute one-fourth of the total cost of construction, or \$110,000 on the basis of December 1947 prices, and give assurances satisfactory to the Secretary of the Army that they will: (a) Provide without cost to the United States all lands, easements, rights-of-way and borrow areas necessary for the construction of the project, and make all necessary bridge alterations and provide access to all public bathing beaches at their own expense; (b) hold and save the United States free from damages due to the construction works; and (c) maintain the entire protective works after completion, including the existing jetties on the east side of Cooley Creek and on the west side of Wards Canal, the bathing beaches and their protective structures, and a sufficient outlet in Wards Canal to carry the free flow into Lake Erie at all times, all in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—The monetary benefits to be derived from the improvement from prevention of flood damage and land enhancement are estimated at \$27,895. In addition the proposed improvements would add materially to the recreational facilities and increase the social security of the inhabitants sufficiently to provide large intangible benefits.

Remarks.—The committee notes that the recommendation of the Chief of Engineers as contained in his report and as brought out in testimony by the Corps of Engineers provides that if at the time of construction local interests desire a more costly form of improvement, (referred to above as plan B) this more costly plan may be substituted for the basic plan recommended by the Chief of Engineers (referred to above as plan A) provided that local interests comply with the same conditions of local cooperation as prescribed for plan A and in addition make a further cash contribution toward the cost of construction equal to the difference in the costs of the two plans at the time of construction. The committee feels that the basic project (plan A) is well justified by the prevention of damage and by the other values

which will accrue from its construction, and believes that local interests should be permitted to contribute the additional amount of cash required to provide for the more costly type of structures in plan B, which they consider desirable from a community standpoint.

SANTA CLARA RIVER, CALIF.

(H. Doc. 443, 80th Cong., 2d sess.)

Location.—Santa Clara River rises in the San Gabriel Mountains in southern California and flows 84 miles generally west and empties into the Pacific Ocean near Ventura 60 miles northwest of Los Angeles.

Report authorized by.—Section 5 of the Flood Control Act approved August 28, 1937.

Existing project.—There is no Federal project for flood control in Santa Clara River basin.

Local interests have expended more than \$1,000,000 for the construction and maintenance of flood-control improvements, many of which have since been damaged or destroyed by floods.

Plan of recommended improvement.—Provides for construction of a levee along the left or south side of Santa Clara River from South Mountain, mile 9.7, to U. S. Highway 101 bridge, mile 4.7, to protect the Oxnard plain; and a concrete channel on lower Santa Paula Creek extending generally along the existing channel from mile 3.1 to Santa Clara River, to protect the city of Santa Paula and rural area just east of the city.

Estimated cost to United States for construction.—\$4,960,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests: (a) Furnish without cost to the United States the necessary rights-of-way and bear the cost of all utility relocations; (b) hold and save the United States free from damages due to the construction works; (c) adjust all claims concerning water rights arising from the improvement; (d) perform any work necessitated by the effect of flood control on stream regimen; and (e) maintain and operate the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—The annual monetary benefits to be derived from the improvement which consist solely of prevention of flood damage are estimated at \$245,000, of which \$161,000 will accrue to protection works along the Santa Clara River and \$84,000 to improvements along the Santa Paula Creek channel. There would also be large intangible benefits from removal of the flood hazard.

GILA RIVER BASIN AT TUCSON, ARIZ.

(H. Doc. 274, 80th Cong., 1st sess.)

Location.—At Tucson, in the basin of Santa Cruz River, a tributary of Gila River, in south central Arizona about 100 miles southeast of Phoenix.

Report authorized by.—Flood Control Act of June 28, 1938, and subsequent acts.

Existing project.—There is no Federal project for improvement for flood control in the vicinity of Tucson, Ariz.

Prior to 1940 local interests had constructed improvements in Tucson Arroyo from Park Avenue in the center of the city to Santa Cruz River. Subsequent to the flood of 1940 additional minor improvements were made including construction of a channel for Julian Wash through the Veterans' Hospital grounds. These improvements are either inadequate or have only local effect in control of floods, which are aggravated by an increased impervious area resulting from development in urban and suburban districts.

Plan of recommended improvement.—Provides for the construction of about 7.3 miles of diversion channel and levee, extending generally southwest across the regional slope to a point near the intersection of Swan Road and Broadway east of Tucson to a point near Drexel Road 3.5 miles south of the city, to divert all flood flows from about 57 square miles of drainage area, above the urban and suburban districts, through a natural drain to Santa Cruz River.

Estimated cost to United States for construction.—\$2,390,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests (a) provide free of cost to the United States all lands, easements and rights-of-way necessary for the construction of the project; (b) pay for the relocation of utilities and construction of necessary highway bridges, dips, and relocation; (c) hold and save the United States free from damage due to construction and operation of the work; and (d) maintain and operate the improvement after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to the United States.—None.

Benefits.—Annual monetary benefits from the prevention of direct and indirect flood damages are estimated at \$65,000. In addition to the monetary benefits there are attendant large intangible benefits, including prevention of loss of life and disruption of community life.

Remarks.—The committee notes that the ratio of annual costs to annual monetary benefits is 1 to 0.98, but in view of the attendant large intangible benefits including prevention of loss of life it concludes that the project is justified.

MISSISSIPPI RIVER BELOW CAPE GIRARDEAU WITH RESPECT TO WEST
TENNESSEE TRIBUTARIES

(H. Doc. 627, 80th Cong.)

Location.—The Obion River Basin (including the Forked Deer Basin) adjoins that of the Hatchie River Basin on the south. These basins occupy the northwestern part of Tennessee with the Obion Basin extending into a portion of southwestern Kentucky and the Hatchie Basin extending into a part of northeastern Mississippi. The population of the Obion River Basin is estimated at 290,000 and that of the Hatchie River Basin at 140,000. The population is about 75 percent rural. Farming, including stock raising and dairying, is the principal occupation. Crops include corn, cotton, soybeans, truck, and hay. Industries are cotton gins and compresses; cottonseed, grist and saw mills; brick and tile kilns; and cheese, ice, fertilizer, and bottling plants. The basins are adequately served by five railroad systems and a network of highways.

Report authorized by.—Resolutions of the Committee on Flood Control of the House of Representatives adopted April 26, 1944, and May

25, 1945. Resolution of the Committee on Rivers and Harbors of the House of Representatives adopted July 10, 1946. The River and Harbor Act approved July 24, 1946, also contained an item for a preliminary examination and survey of Hatchie River, Miss. and Tenn., in the interest of navigation and flood control.

Existing project.—The project "Mississippi River and tributaries," adopted in 1928, as subsequently modified, provides in part for flood protection, channel, and major drainage improvements of that part of Obion River Basin lying in the alluvial valley. Under authority of the Flood Control Act approved August 28, 1937, as amended, channel clearing and snagging of about 170 miles in the Obion and 170 miles in the Hatchie River systems has been accomplished since 1938.

Local interests through organized drainage districts have constructed ditches at a cost of about \$4,730,000. The Soil Conservation Service of the United States Department of Agriculture is doing effective work in erosion control.

Plan of recommended improvement.—Provides for the modification of the existing project for flood control and improvement of the lower Mississippi River adopted by the act of May 15, 1928, as amended, to include additional channel improvement of Obion and Forked Deer Rivers and their principal tributaries to provide adequate outlets for drainage of lands subject to overflow, by means of channel clearing, enlargement and realignment as required.

Estimated cost to the United States for construction.—\$7,700,000.

Local cooperation.—Subject to the conditions that local interests furnish without cost to the United States all lands, easements, and rights-of-way required for construction of the improvements and maintain all works after completion.

Annual cost of maintenance to the United States.—None.

Benefits.—Flood crop damage sustained has been comparatively small but ineffective drainage has reduced yields and retarded agricultural development. Hence, increase in crop production rather than prevention of flood damage indicates the benefits to be expected from the proposed improvements. On this basis it is estimated that average annual benefits of \$885,000 to croplands may be expected to result from the recommended improvements which indicates a favorable cost-benefit ratio of 2.0.

Remarks.—The committee notes that the problem of greatest concern in the Obion and Forked Deer Rivers systems principally concerns ineffective drainage of farm lands. The committee concurs in the opinion of the reporting officers that channel improvements consisting of clean-out, enlargement, and realignment, as required, of the Obion and Forked Deer Rivers and their principal tributaries, will, by reducing the extent of overflows during the crop season and by materially reducing the duration of experienced overflow periods, provide effective drainage for 118,000 acres of cropland and present opportunity for development of 60,000 acres of woodland for agricultural use. Accordingly, the committee recommends adoption of the project.

PRELIMINARY EXAMINATIONS AND SURVEYS (SEC. 204)

The committee gave careful consideration to all preliminary examination and survey items included in section 204 and the Chief of Engineers reported favorably in each instance. (See table for list.)

PROVISION FOR SPECIAL WORK

With respect to section 205 of the proposed bill the committee has noted from testimony presented by the Corps of Engineers that certain flood-control work of an emergency nature is now undertaken by the corps during and after serious floods, under the authority of section 12 of the Flood Control Act approved July 24, 1946, which provides for rescue work and for the repair or maintenance of any flood-control work threatened or destroyed by flood; of section 13 of the same act which provides for removing accumulated snags and other debris and clearing and straightening stream channels; and of section 14 of the same act which provides for the construction of emergency bank protection works. The committee feels that this emergency flood-control work authorized in the 1946 act and in previous acts has been of inestimable value in permitting flood relief in urgent cases without awaiting the submission of formal reports and specific authorization by Congress. The committee, however, notes that similar relief in equally justified cases may not now be provided under present law unless existing flood-control structures are involved or unless the project is one of clearing and snagging or of bank protection. The committee feels that there are instances where emergency flood-control measures of a limited nature should be undertaken at the discretion of the Chief of Engineers where flood relief is of the same type as that intended to be covered by sections 12, 13, and 14 of the 1946 act. The committee feels that the present policy of providing limited flood relief at the discretion of the Chief of Engineers should be broadened to permit him to provide the relief on the basis of the merits of the proposed works and should not be limited only to areas where existing flood-control structures, snagging and clearing, or bank protection are involved. The committee, therefore, recommends the inclusion of section 205 in the present bill to permit the Chief of Engineers to construct emergency flood-control works, exclusive of those covered by existing legislation, where the cost of such works is not in excess of \$100,000 for each project, the total cost of such works not to exceed \$2,000,000 in any one fiscal year.

REPAIR OF EXISTING FLOOD-CONTROL STRUCTURES (SEC. 206)

EXPANDING SCOPE OF WORK CONSIDERED UNDER EMERGENCY REPAIRS
TO FLOOD-CONTROL STRUCTURE

This section is designed to permit the Corps of Engineers to repair and restore existing flood-control structures more adequately than has been permitted in the past. Previous legislation dealing with emergency repairs to flood-control structures, up to and including section 12 of the Flood Control Act of 1946, has limited the work to that needed to restore the structure to its original condition. In many cases the structure was left vulnerable to floods similar to those which had originally damaged it, and it is the opinion of the Corps of Engineers that raising, extending, and otherwise modifying levees where emergency repairs are to be made would in many cases result in a saving of cost to the Government, because the modified and altered structure could better withstand subsequent flood attacks. The committee feels strongly that this amending legislation should be adopted to permit the most effective use of funds appropriated for

emergency repairs, and to protect the investment made by the Government.

APPROPRIATIONS AUTHORIZED

In addition to the authorization of \$25,000,000 for title II projects, section 207 authorizes \$5,000,000 for the Department of the Army and a like sum for the Department of Agriculture for flood-control examination and survey work.

EMERGENCY AUTHORIZATION (SEC. 208)

The committee notes that from time to time, upon the occurrence of severe and widespread floods, the Congress has authorized a sum ranging from 10 to 15 million dollars for appropriation of emergency flood-control funds. The committee feels that it would be advisable to include in this bill an authorization in the amount of \$25,000,000 for emergency repairs so that appropriations could be made within this authority as the need arises without the need for special authorization. The proposed authorization in section 208 will provide sufficient authority for these emergency appropriations until the next omnibus flood-control bill, and it will obviate the necessity for special bills authorizing appropriation at the time of major floods.

CHANGES IN EXISTING LAW

In compliance with paragraph 2a of rule XIII of the Rules of the House of Representatives, changes in existing law proposed by the bill are shown below.

Section 5 of the Flood Control Act of August 18, 1941, as amended by section 12 of the Flood Control Act of July 24, 1946, is amended by section 206 of this bill, to read as follows, language to be stricken is shown in black brackets; new language is shown in italic:

That the Secretary of **War** *the Army* is hereby authorized to allot, from any appropriations heretofore or hereafter made for flood control, not to exceed \$2,000,000 for any one fiscal year to be expended in rescue work or in the repair, *restoration* or maintenance of any flood-control work threatened or destroyed by flood, *including the strengthening, raising, extending, or other modification thereof as may be necessary in the discretion of the Chief of Engineers for the adequate functioning of the work for flood control.*



80TH CONGRESS
2D SESSION

H. R. 6419

[Report No. 1870]

IN THE HOUSE OF REPRESENTATIVES

MAY 3, 1948

Mr. DONDERO introduced the following bill; which was referred to the Committee on Public Works

MAY 6, 1948

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood con-
6 trol, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of
2 section 1 of the River and Harbor Act approved March 2,
3 1945 (Public, Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects herein author-
5 ized; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 Beals Harbor, Maine; House Document Numbered 553,
10 Eightieth Congress;

11 Cape Porpoise Harbor, Maine; House Document Num-
12 bered 555, Eightieth Congress;

13 Channel from Buzzards Bay to Buttermilk Bay, Mas-
14 sachusetts; House Document Numbered 552, Eightieth
15 Congress;

16 Falmouth Harbor, Massachusetts; House Document
17 Numbered 566, Eightieth Congress;

18 Provincetown Harbor, Massachusetts; House Document
19 Numbered 600, Eightieth Congress;

20 Taunton River, Massachusetts; House Document Num-
21 bered 196, Eightieth Congress;

22 Harbor of refuge at Point Judith, Rhode Island; Senate
23 Document Numbered 15, Eightieth Congress;

24 Westcott Cove, Connecticut; House Document Num-
25 bered 379, Eightieth Congress;

- 1 Greenwich Harbor, Connecticut; House Document Num-
2 bered 272, Eightieth Congress;
- 3 Rock Hall Harbor, Maryland; House Document Num-
4 bered 273, Eightieth Congress;
- 5 Chester River, Maryland (channel from Kent Island
6 Narrows to Wells Cove) ; House Document Numbered 380,
7 Eightieth Congress;
- 8 Cambridge Harbor, Maryland; House Document Num-
9 bered 381, Eightieth Congress;
- 10 Honga River and Tar Bay, Maryland; House Docu-
11 ment Numbered 680, Eightieth Congress;
- 12 Bransons Cove, Lower Machodoc River, Virginia;
13 House Document Numbered 420, Eightieth Congress;
- 14 Deep Creek, Warwick County, Virginia; House Docu-
15 ment Numbered 601, Eightieth Congress;
- 16 Norfolk Harbor, Southern Branch of Elizabeth River,
17 Virginia; House Document Numbered 545, Eightieth
18 Congress;
- 19 Stumpy Point Bay, North Carolina; House Document
20 Numbered 422, Eightieth Congress;
- 21 Inland Waterway, Beaufort to Cape Fear River, North
22 Carolina, including waterway to Jacksonville, North Caro-
23 lina; House Document Numbered 421, Eightieth Congress;
- 24 Saint Andrew Bay, Florida; House Document Num-
25 bered 559, Eightieth Congress;

1 Galveston Harbor, Texas; House Document Numbered
2 561, Eightieth Congress;

3 Galveston Channel, Texas; House Document Numbered
4 561, Eightieth Congress;

5 Texas City Channel, Texas; House Document Num-
6 bered 561, Eightieth Congress;

7 Houston Ship Channel, Texas; House Document Num-
8 bered 561, Eightieth Congress;

9 Port Aransas-Corpus Christie Waterway, Texas; House
10 Document Numbered 560, Eightieth Congress;

11 Grand Traverse Bay, Michigan (in the vicinity of
12 Traverse City) ; House Document Numbered 546, Eightieth
13 Congress;

14 Dunkirk Harbor, New York; House Document Num-
15 bered 632, Eightieth Congress;

16 Halfmoon Bay, California; House Document Numbered
17 —, Eightieth Congress;

18 Noyo River and Harbor, California; House Document
19 Numbered 586, Eightieth Congress;

20 Tillamook Bay and Bar, Oregon (channel to, and boat
21 basin at, Garibaldi) ; House Document Numbered —
22 Eightieth Congress;

23 Umpqua River, Oregon (channel to, and basin in, Win-
24 chester Bay) ; Senate Document Numbered —, Eightieth
25 Congress;

1 Coos Bay, Oregon (Charleston Channel) ; House Docu-
2 ment Numbered —, Eightieth Congress;

3 Coos and Millicoma Rivers, Oregon; Senate Document
4 Numbered 124; Eightieth Congress;

5 Skipanon Channel, Oregon (at Warrenton) ; Senate
6 Document Numbered 93, Eightieth Congress;

7 Smith River, Oregon; Senate Document Numbered 94
8 Eightieth Congress;

9 Grays Harbor and Chehalis River, Washington; House
10 Document Numbered —, Eightieth Congress.

11 SEC. 102. That hereafter direct allotments from appro-
12 priations for the maintenance and improvement of existing
13 river and harbor works, or from other available appropria-
14 tions, may be made by the Secretary of the Army for the
15 collection and removal of drift in Baltimore Harbor and its
16 tributary waters, and this work shall be carried out as a
17 separate and distinct project.

18 SEC. 103. That the existing project for the Neches and
19 Angelina Rivers, Texas, adopted in the River and Harbor
20 Act approved March 2, 1945, is hereby modified so as to
21 provide that the local agency which gives assurances that
22 upon completion of the entire project it will contribute
23 toward the first cost of the work the sum of \$5,000,000,
24 shall be permitted to withdraw from the pool of dam B not

1 to exceed two thousand cubic feet of water per second for
2 its own use.

3 SEC. 104. The Secretary of the Army is hereby author-
4 ized and directed to cause preliminary examinations and
5 surveys to be made at the following-named localities, the
6 cost thereof to be paid from appropriations heretofore or
7 hereafter made for such purposes: *Provided*, That no pre-
8 liminary examination, survey, project, or estimate for new
9 works other than those designated in this or some prior Act
10 or joint resolution shall be made: *Provided further*, That
11 after the regular or formal reports made as required by law
12 on any examination, survey, project, or work under way or
13 proposed are submitted, no supplemental or additional report
14 or estimate shall be made unless authorized by law: *Provided*
15 *further*, That the Government shall not be deemed to have
16 entered upon any project for the improvement of any water-
17 way or harbor mentioned in this Act until the project for
18 the proposed work shall have been adopted by law: *Provided*
19 *further*, That reports of surveys on beach erosion and shore
20 protection shall include an estimate of the public interests
21 involved, and such plan of improvement as is found justified,
22 together with the equitable distribution of costs in each case:
23 *And provided further*, That this section shall not be con-
24 strued to interfere with the performance of any duties vested
25 in the Federal Power Commission under existing law:

- 1 Desoris Creek, New York;
- 2 Tolchester Beach area, Maryland;
- 3 Little Magothy River, Maryland;
- 4 Holdens Creek, Virginia;
- 5 Hacks Creek, Northumberland County, Virginia;
- 6 Back River, York County, Virginia, and channel con-
- 7 necting Back River with Front Cove;
- 8 Bennetts Creek, York County, Virginia;
- 9 Powells Bay, Accomack County, Virginia, at Wisharts
- 10 Point, and channel connecting said bay with the "Ballast";
- 11 Fishermans Bay, Lopez Island, Washington.

12 SEC. 105. Title I may be cited as the "River and
13 Harbor Act of 1948".

14 TITLE II—FLOOD CONTROL

15 SEC. 201. That section 3 of the Act approved June 22,
16 1936 (Public, Numbered 738, Seventy-fourth Congress),
17 as amended by section 2 of the Act approved June 28, 1938
18 (Public, Numbered 761, Seventy-fifth Congress), shall
19 apply to all works authorized in this Act except that for
20 any channel improvement or channel rectification project,
21 provisions (a), (b), and (c) of section 3 of said Act of
22 June 22, 1936, shall apply thereto, and except as otherwise
23 provided by law: *Provided*, That the authorization for any
24 flood-control project herein adopted requiring local cooper-
25 ation shall expire five years from the date on which local

1 interests are notified in writing by the Department of the
2 Army of the requirements of local cooperation, unless said
3 interests shall within said time furnish assurances satisfactory
4 to the Secretary of the Army that the required cooperation
5 will be furnished.

6 SEC. 202. The provisions of section 1 of the Act of
7 December 22, 1944 (Public, Numbered 534, Seventy-eighth
8 Congress, second session), shall govern with respect to proj-
9 ects herein authorized; and the procedures therein set forth
10 with respect to plans, proposals, or reports for works of
11 improvement for navigation or flood control and for irrigation
12 and purposes incidental thereto shall apply as if herein set
13 forth in full.

14 It is hereby declared to be the policy of the Congress
15 that the following provisions shall be observed:

16 No project or any modification not authorized, of a
17 project for flood control or rivers and harbors, shall be
18 authorized by the Congress unless a report for such project
19 or modification has been previously submitted by the Chief
20 of Engineers, United States Army, in conformity with
21 existing law.

22 SEC. 203. That the following works of improvement for
23 the benefit of navigation and the control of destructive flood-
24 waters and other purposes are hereby adopted and author-
25 ized to be prosecuted under the direction of the Secretary

1 of the Army and the supervision of the Chief of Engineers
2 in accordance with the plans in the respective reports here-
3 inafter designated and subject to the conditions set forth
4 therein: *Provided*, That the necessary plans, specifications,
5 and preliminary work may be prosecuted on any project
6 authorized in this Act with funds from appropriations here-
7 tofore or hereafter made for flood control so as to be ready
8 for rapid inauguration of a construction program: *Provided*
9 *further*, That the projects authorized herein shall be initiated
10 as expeditiously and prosecuted as vigorously as may be
11 consistent with budgetary requirements: *And provided*
12 *further*, That pen stocks and other similar facilities adapted
13 to possible future use in the development of hydroelectric
14 power shall be installed in any dam authorized in this Act
15 for construction by the Department of the Army when
16 approved by the Secretary of the Army on the recommenda-
17 tion of the Chief of Engineers and the Federal Power Com-
18 mission:

19 ARKANSAS RIVER BASIN

20 The projects for flood protection at Carthage and Monett,
21 Missouri, in the Arkansas River Basin are hereby authorized
22 substantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 445,
24 Eightieth Congress, at an estimated cost of \$740,000.

1 The projects for local flood protection on the Arkansas
2 River authorized by the Flood Control Act approved De-
3 cember 22, 1944, in accordance with House Document
4 Numbered 447, Seventy-eighth Congress, are hereby modi-
5 fied to provide that the United States will participate in the
6 cost of raising the approaches to the highway bridges across
7 the Arkansas River at Morrilton and at Van Buren-Fort
8 Smith in an amount not to exceed \$200,000.

9 UPPER MISSISSIPPI RIVER BASIN

10 The project for flood protection at South Beloit, Illinois,
11 on the Rock River is hereby authorized substantially in
12 accordance with the recommendations of the Chief of Engi-
13 neers in House Document Numbered 112, Eightieth Con-
14 gress, at an estimated cost of \$100,000.

15 The project for flood protection on the Henderson River,
16 Illinois, is hereby authorized substantially in accordance
17 with the recommendations of the Chief of Engineers in House
18 Document Numbered 245, Eightieth Congress, at an
19 estimated cost of \$1,520,000.

20 The project for flood protection at and in the vicinity
21 of Aitkin, Minnesota, on the Mississippi River is hereby
22 authorized substantially in accordance with the recommenda-
23 tions of the Chief of Engineers in House Document Num-
24 bered 599, Eightieth Congress, at an estimated cost of
25 \$1,680,000.

OHIO RIVER BASIN

The local flood-protection works at and in the vicinity of Uniontown, Pennsylvania, on Redstone Creek, are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 301, Eightieth Congress, at an estimated cost of \$1,015,000.

The project for flood protection at Rosiclare, Illinois, on the Ohio River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 125, Eightieth Congress, at an estimated cost of \$500,000.

GREAT LAKES BASIN

The project for flood protection at Batavia and vicinity, New York, on Tonawanda Creek is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 46, Eightieth Congress, at an estimated cost of \$565,000.

The project for flood protection at Dansville and vicinity, New York, on Canaseraga Creek, a tributary of the Genesee River, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 206, Eightieth Congress, at an estimated cost of \$165,000.

The project for flood protection and other purposes on

1 Red Run, a tributary of the Clinton River, Michigan, is
2 hereby authorized substantially in accordance with the
3 recommendations of the Chief of Engineers in House Docu-
4 ment Numbered 628, Eightieth Congress, at an estimated
5 cost of \$1,010,000.

6 The project for protection of the Reno Beach-Howards
7 Farm area and adjacent areas, Lucas County, Ohio, from
8 floods caused by frequent windstorms and from increases in
9 the lake level of Lake Erie, is hereby authorized substan-
10 tially in accordance with the recommendations of the Chief
11 of Engineers in House Document Numbered 554, Eightieth
12 Congress, at an estimated cost of \$330,000.

13 SANTA CLARA RIVER BASIN

14 The project for flood protection along the Santa Clara
15 River and its tributaries, California, is hereby authorized
16 substantially in accordance with the recommendations of the
17 Chief of Engineers in House Document Numbered 443,
18 Eightieth Congress, at an estimated cost of \$4,960,000.

19 GILA RIVER BASIN

20 The project for flood protection at Tucson and vicinity,
21 Arizona, in the Gila River Basin, is hereby authorized sub-
22 stantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 274,
24 Eightieth Congress, at an estimated cost of \$2,390,000.

1 LOWER MISSISSIPPI RIVER

2 The project for flood control and improvement of the
3 Lower Mississippi River, adopted by the Act approved May
4 15, 1928, as amended by subsequent Acts, is hereby modi-
5 fied and expanded to include the following item and the
6 authorization for said project is increased accordingly:

7 The project for improvement of the Mississippi River
8 below Cape Girardeau with respect to the West Tennessee
9 tributaries at an estimated cost of \$7,700,000, is hereby
10 authorized substantially in accordance with the recommenda-
11 tions of the Chief of Engineers in House Document Num-
12 bered 627, Eightieth Congress.

13 SEC. 204. The Secretary of the Army is hereby auth-
14 orized and directed to cause preliminary examinations and
15 surveys for flood control and allied purposes, including chan-
16 nel and major drainage improvements, and floods aggravated
17 by or due to wind or tidal effects to be made under the
18 direction of the Chief of Engineers, in drainage areas of the
19 United States and its Territorial possessions, which include
20 the following-named localities, and the Secretary of Agricul-
21 ture is authorized and directed to cause preliminary examina-
22 tions and surveys for run-off and water-flow retardation and
23 soil-erosion prevention on such drainage areas, the cost
24 thereof to be paid from appropriations heretofore or hereafter

1 made for such purposes: *Provided*, That after the regular or
2 formal reports made on any examination, survey, project, or
3 work under way or proposed are submitted to Congress, no
4 supplemental or additional report or estimate shall be made
5 unless authorized by law except that the Secretary of the
6 Army may cause a review of any examination or survey to
7 be made and a report thereon submitted to the Congress if
8 such review is required by the national defense or by changed
9 physical or economic conditions: *And provided further*, That
10 the Government shall not be deemed to have entered upon
11 any project for the improvement of any waterway or harbor
12 mentioned in this Act until the project for the proposed
13 work shall have been adopted by law;

14 Rahway River and its tributaries, New Jersey;

15 Chowan River and its tributaries, Virginia and North
16 Carolina;

17 Pantego Creek and Cucklers Creek, North Carolina;

18 Rice Creek, a tributary of Saint Johns River, Florida;

19 Streams flowing through the Brazoria-Galveston Soil
20 Conservation District, the Trinity Bay Soil Conservation Dis-
21 trict, the Coastal Plains Soil Conservation District, and the
22 Matagorda County Soil Conservation District, Texas, with
23 a view to improvement in the interest of navigation, flood
24 control, and related purposes, including channel and major
25 drainage improvements;

1 Area at and in the vicinity of Texas City, Texas, with
2 a view to providing for its protection against storms and ero-
3 sions, including the protection of the instrumentalities and
4 aids to commerce located there;

5 Au Gres River and tributaries, Michigan;

6 Area at and in the vicinity of Bellevue, Ohio, and the
7 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
8 ties, with a view to the control of floods caused by excess
9 underground and surface waters;

10 Harbors and rivers in Alaska, with a view to determin-
11 ing the advisability of improvements in the interest of navi-
12 gation, flood control, hydroelectric power, and related water
13 uses.

14 SEC. 205. That the Secretary of the Army is hereby
15 authorized to allot from any appropriations heretofore or
16 hereafter made for flood control, not to exceed \$2,000,000 for
17 any one fiscal year, for the construction of small flood-control
18 projects not specifically authorized by Congress, and not
19 within areas intended to be protected by projects so author-
20 ized, which come within the provisions of section 1 of the
21 Flood Control Act of June 22, 1936, when in the opinion of
22 the Chief of Engineers such work is advisable: *Provided*,
23 That not more than \$100,000 shall be allotted for this purpose
24 at any single locality from the appropriations for any one
25 fiscal year: *Provided further*, That the provisions of local

1 cooperation specified in section 3 of the Flood Control Act of
2 June 22, 1936, as amended, shall apply: *And provided*
3 *further*, That the work shall be complete in itself and not
4 commit the United States to any additional improvement
5 to insure its successful operation, except as may result from
6 the normal procedure applying to projects authorized after
7 submission of preliminary examination and survey reports.

8 SEC. 206. That section 5 of the Flood Control Act of
9 August 18, 1941, as amended by section 12 of the Flood
10 Control Act of 1946, is hereby further amended to read
11 as follows:

12 "That the Secretary of the Army is hereby author-
13 ized to allot, from any appropriations heretofore or here-
14 after made for flood control, not to exceed \$2,000,000 for
15 any one fiscal year to be expended in rescue work or in
16 the repair, restoration, or maintenance of any flood-control
17 work threatened or destroyed by flood, including the
18 strengthening, raising, extending, or other modification
19 thereof as may be necessary in the discretion of the Chief
20 of Engineers for the adequate functioning of the work for
21 flood control."

22 SEC. 207. That the sum of \$25,000,000 is hereby
23 authorized to be appropriated for carrying out improvements
24 by the Department of the Army, and the sum of \$10,000,000
25 additional is authorized to be appropriated and expended in

1 equal amounts by the Departments of the Army and Agri-
2 culture for carrying out any examination or survey pro-
3 vided for in this Act and any other Acts of Congress to
4 be prosecuted by said Departments.

5 SEC. 208. That the sum of \$25,000,000 is hereby
6 authorized to be appropriated as an emergency fund to be
7 expended under the direction of the Secretary of the Army
8 and the supervision of the Chief of Engineers for the repair,
9 restoration, and strengthening of levees and other flood-
10 control works which have been threatened or destroyed by
11 recent floods, or which may be threatened or destroyed by
12 later floods, including the raising, extending, or other modi-
13 fication of such works as may be necessary in the discre-
14 tion of the Chief of Engineers for the adequate functioning
15 of the works for flood control: *Provided*, That the pro-
16 visions of local cooperation specified in section 3 of the
17 Flood Control Act of June 22, 1936, as amended, shall
18 apply: *Provided further*, That pending the appropriation of
19 said sum, the Secretary of the Army may allot from exist-
20 ing flood-control appropriations such sums as may be neces-
21 sary for the immediate prosecution of the work authorized
22 by this section, such appropriations to be reimbursed from
23 said emergency fund when appropriated: *And provided*
24 *further*, That funds allotted under this authority shall not
25 be diverted from the unobligated funds from the appropria-

1 tion "Flood control, general", made available in War De-
2 partment Civil Functions Appropriation Acts for specific
3 purposes.

4 SEC. 209. Title II may be cited as the "Flood Control
5 Act of 1948".

80TH CONGRESS
2D SESSION

H. R. 6419

[Report No. 1870]

A BILL

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

By Mr. DONDERO

MAY 3, 1948

Referred to the Committee on Public Works

MAY 6, 1948

Committed to the Committee of the Whole House on the State of the Union and ordered to be printed

DIGEST OF
CONGRESSIONAL PROCEEDINGS
OF INTEREST TO THE DEPARTMENT OF AGRICULTURE

OFFICE OF BUDGET AND FINANCE
Division of Legislative Reports
(For Department staff only)

Issued May 12, 1948
For actions of May 11, 1948
80th-2nd, No. 84

CONTENTS

Appropriations.....1,5,16,32	Health.....31	Selective Service.....17
Auditing.....25	Housing.....28	Small business.....9,27
Cooperatives.....29	Information.....5	Soil conservation.....21
Corporations.....1	Lands, reclamation....19,32	Statistics.....14
Cotton.....26	Livestock and meat.....3	Strategic materials.....8
Electrification.....13	Natural resources.....22	Taxation.....29
Electrification, rural...32	Payments in lieu of taxes.15	Territories & possessions.32
Fertilizers.....20	Penalty mail.....5	Trade, foreign.10,11,20,30,32
Flood control.....4,23	Personnel.....18	Transportation.....6,24
Foreign affairs.....32	Printing & binding.....5	T.V.A.....25
Relief.....9,32	R.F.C.....7	Un-American activities..12
Forests and forestry..11,15	Roads.....32	U.S.D.A. administration. 2

HIGHLIGHTS: Senate committee reported bill to provide payments to States on value of national-forest lands therein. House passed Government corporations appropriation bill. Rep. Gross criticized USDA administration. Rep. Gillie discussed progress in the foot-and-mouth disease campaign. Rules Committee cleared omnibus flood-control bill.

HOUSE

1. GOVERNMENT CORPORATIONS APPROPRIATION BILL, 1949. Passed without amendment this bill, H.R. 6481 (pp. 5740-63, 5792). For provisions of the bill see Digest 83.
2. U.S.D.A ADMINISTRATION. Rep. Gross, Pa., criticized this Department's administration, particularly in relation to the program on surplus commodities, and inserted a York (Pa.) Dispatch editorial on the subject (p. 5734).
3. FOOT-AND-MOUTH DISEASE. Rep. Gillie, Ind., discussed the progress of the foot-and-mouth disease campaign and commended cooperation between the various committees on this problem (pp. 5792-4).
4. FLOOD CONTROL. The Rules Committee reported a resolution for the consideration of H.R. 6419, the omnibus flood control bill (pp. 5764, 5795).
Received from the Chief of Engineers, Army Department reports of examinations on the Missouri River (H.Doc. 642); rivers, lakes, and canals of central and southern Florida (H.Doc. 643); Pillar Point, Halfmoon Bay, Calif. (H.Doc. 644); Mystic River, Mass. (H.Doc. 645); and the channel at Charleston, South Slough, Ore. (H.Doc. 646) (p. 5795).
5. LEGISLATIVE BRANCH APPROPRIATION BILL, 1949. The Appropriations Committee reported this bill, H.R. 6500 (H.Rept. 1906) (pp.5736, 5795). The bill includes funds for GPO, Library of Congress, Botanic Garden, Legislative Counsel, com-

staffs, etc., and contains a new proviso prohibiting payments to employees who belong to unions the officers of which have not filed non-communist affidavits. The Committee report includes the following statements:

"It may be stated that the bill carries no funds for penalty mail costs under the Act of June 28, 1944, consistent with the recommendations of the committee and the action of the House in eliminating funds for such costs from all appropriation bills recently reported."

Library of Congress: "With respect to the numerous other increases for additional positions to expand present activities or to set up new services, the committee has taken substantially the same position as it took a year ago. At that time it was clearly stated that one of the principal reasons for disallowing the very substantial expansion proposed by the Library was the committee's firm opinion that the Library should be held to its current level until such time as the Congress, by appropriate legislative action, comprehensively spells out the future role and status of the Library. The Library has gradually evolved over the years to the point where it functions in many respects as a national library. The basic question is simply whether the Library is to continue to expand its elaborate and numerous services, or continue at approximately its current level and on its present basis, or whether it is to function as a library primarily for the benefit of the Congress and governmental agencies. Until that question is resolved through appropriate legislative processes and action, it is the present intention of the committee to continue to deny proposals for enlarging present services and for establishing new services and activities."

Motion-picture project: "This committee expressed the desire that before another budget was presented, the whole matter of maintaining a motion-picture activity in the Library should be restudied with view to determining the extent to which it is practicable for the Government to carry on this kind of activity and whether or not the Library of Congress is the logical agency for administration, if it is determined that the expenditure of public funds for such purpose is necessary. It was testified in the hearings this year that the Library expects to be ready at an early date to present proposed legislation on this subject for consideration by the appropriate legislative committee. It is the opinion of the committee that whatever incidental and minor costs may be entailed in looking after the collection in the meantime should continue to be met from the main appropriation of the Library rather than setting up a special appropriation as proposed in the budget estimates."

Office of Superintendent of Documents: "This Office proposed several increases involving approximately 62 additional employees and, among other things, a program of establishing regional publication sales stores throughout the country. The committee has denied these requests and has provided in the bill an increased sum approximating the amount required to meet statutory pay increases."

"For general expenses of the Office, the committee is recommending \$600,000 in lieu of the budget request of \$608,100. Within the amount granted it will be possible for the Office to make certain installations which are expected to result in more economical and efficient handling of its business."

"The committee has been inquiring into the methods of accounting for the annual appropriations of the Public Printer and made the following statement in the report on the first deficiency bill:

"The committee was appalled to learn that the accounting system at the Government Printing Office has not recognized appropriate differentiation between fiscal years either with respect to congressional printing and binding, or work done for Government departments. A thorough investigation of this situation is now being conducted by the committee and will be made the subject of further comment in connection with the legislative appropriation bill for 1949."

80TH CONGRESS } HOUSE OF REPRESENTATIVES } REPORT
2d Session } No. 1918

CONSIDERATION OF H. R. 6419

MAY 11, 1948.---Referred to the House Calendar and ordered to be printed

Mr. ALLEN of Illinois, from the Committee on Rules, submitted
the following

REPORT

[To accompany H. Res. 589]

The Committee on Rules, having had under consideration House Resolution 589, report the same to the House with the recommendation that the resolution do pass.

○

House Calendar No. 213

80TH CONGRESS
2D SESSION

H. RES. 589

[Report No. 1918]

IN THE HOUSE OF REPRESENTATIVES

MAY 11, 1948

Mr. ALLEN of Illinois, from the Committee on Rules, reported the following resolution; which was referred to the House Calendar and ordered to be printed

RESOLUTION

1 *Resolved*, That immediately upon the adoption of this
2 resolution it shall be in order to move that the House resolve
3 itself into the Committee of the Whole House on the State
4 of the Union for the consideration of the bill (H. R. 6419)
5 authorizing the construction, repair, and preservation of cer-
6 tain public works on rivers and harbors for navigation, flood
7 control, and for other purposes, and all points of order
8 against said bill are hereby waived. That after general
9 debate, which shall be confined to the bill and continue
10 not to exceed one hour, to be equally divided and controlled
11 by the chairman and ranking minority member of the Com-
12 mittee on Public Works, the bill shall be read for amend-
13 ment under the five-minute rule. At the conclusion of the

1 consideration of the bill for amendment, the Committee
2 shall rise and report the bill to the House with such amend-
3 ments as may have been adopted and the previous question
4 shall be considered as ordered on the bill and amendments
5 thereto to final passage without intervening motion except
6 one motion to recommit.

80TH CONGRESS
2D SESSION**H. RES. 589**

[Report No. 1918]

RESOLUTION

Providing for the consideration of the bill
(H. R. 6419) authorizing the construction,
repair, and preservation of certain public
works on rivers and harbors for navigation,
flood control, and for other purposes.

By Mr. ALLEN of Illinois

MAY 11, 1948

Referred to the House Calendar and ordered to be
printed

O'Brien
Pace
Passman
Patman
Peden
Peterson
Phillips, Tenn.
Pickett
Poage
Preston
Price, Fla.
Price, Ill.
Priest
Rains
Rankin

Rayburn
Redden
Regan
Richards
Riley
Rockwell
Rogers, Fla.
Sabath
Sadowski
Sasser
Smathers
Smith, Va.
Somers
Spence
Stanley

Stockman
Teague
Thomas, Tex.
Tollefson
Trimble
Vinson
Wheeler
Whitten
Whittington
Williams
Wilson, Tex.
Winstead
Wood
Worley

Nodar
O'Toole
Pfeifer
Philbin
Plumley
Poulson
Powell
Rees
Rivers

Rohrbough
Rooney
Russell
Scoblick
Scott, Hardie
Sheppard
Sikes
Smith, Wis.
Snyder

Stigler
Stratton
Thomas, N. J.
Thompson
Welch
West
Whitaker
Wilson, Ind.

Mr. RANKIN asked and was given permission to revise and extend the remarks he made in the Committee of the Whole and include statistics.

Mr. GATHINGS asked and was given permission to extend his remarks in the RECORD and include an article appearing in the West Memphis News.

Mr. EBERHARTER asked and was given permission to extend his remarks in the RECORD and include two articles on the subject of extending trade pacts and an editorial on the subject of cooperatives.

Mr. MORGAN asked and was given permission to extend his remarks in the RECORD and include an editorial appearing in the American Medical Association and one appearing in the Washington Post.

Mr. KEFAUVER asked and was given permission to extend his remarks in the RECORD in two instances and include in one an editorial.

Mr. THOMPSON asked and was given permission to extend his remarks in the RECORD and include a statement.

Mr. MCGREGOR asked and was given permission to extend his remarks in the RECORD and include an editorial.

Mr. LICHTENWALTER asked and was given permission to extend his remarks in the RECORD and include a newspaper article.

Mr. McMAHON asked and was given permission to extend his remarks in the RECORD and include a newspaper article.

Mr. EDWIN ARTHUR HALL asked and was given permission to extend his remarks in the RECORD and include a radio address.

Mr. BAKEWELL asked and was given permission to extend his remarks in the RECORD and include a newspaper article.

Mr. REED of Illinois asked and was given permission to extend his remarks in the RECORD and include an address by T. Albert Potter.

Mr. McDONOUGH. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD and include an article. I am informed by the Public Printer that this will exceed two pages of the RECORD and will cost \$213, but I ask that it be printed notwithstanding that fact.

The SPEAKER. Without objection, notwithstanding the cost, the extension may be made.

There was no objection.

[The matter referred to appears in the Appendix.]

Mr. COLE of New York asked and was given permission to extend his remarks in the RECORD and include a newspaper article and an editorial.

WATER-FILTRATION PLANT, HIGHLAND FALLS, N. Y.

Mr. BATES of Massachusetts. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 2359) to authorize the payment of a lump sum, in the amount of \$100,000, to the village of Highland Falls, N. Y., as a contribution toward the cost of construction of a water-filtration plant, and for other purposes, with Senate amendments thereto, disagree to the

NAYS—192

Allen, Calif.
Allen, Ill.
Anderson, Calif.
Arends
Arnold
Auchincloss
Bakewell
Banta
Bates, Mass.
Bennett, Mich.
Bennett, Mo.
Bishop
Blackney
Boggs, Del.
Bolton
Bradley
Bramblett
Brehm
Brophy
Brown, Ohio
Buck
Buffett
Burke
Busbey
Byrnes, Wis.
Canfield
Carson
Case, N. J.
Chadwick
Chiperfield
Church
Clason
Clevenger
Coffin
Cole, Kans.
Cole, Mo.
Cole, N. Y.
Corbett
Cotton
Coudert
Crawford
Crow
Cunningham
Curtis
Dague
Davis, Wis.
Dawson, Utah
Devitt
Dirksen
Dolliver
Domeneaux
Dondero
Eaton
Elliott
Elsasser
Elston
Engel, Mich.
Fellows
Fenton
Fletcher
Foote
Fulton
Gamble
Gavin
Gearhart

Gillette
Gillie
Goff
Goodwin
Graham
Grant, Ind.
Griffiths
Gross
Gwinn, N. Y.
Gwynne, Iowa
Hale
Hall
Edwin Arthur
Hall
Leonard W.
Halleck
Hand
Harness, Ind.
Harris
Harvey
Herter
Heseltun
Hess
Hinshaw
Hoeven
Hoffman
Hope
Jenison
Jenkins, Ohio
Jensen
Johnson, Ill.
Johnson, Ind.
Jonkman
Judd
Kean
Kearns
Keating
Keefe
Kersten, Wis.
Kilburn
Knutson
Landis
Latham
LeCompte
LeFevre
Lewis, Ky.
Lewis, Ohio
Lichtenwalter
Lodge
McConnell
McCowan
McDonough
McDowell
McGarvey
McGregor
McMahon
McMillen, Ill.
MacKinnon
Macy
Maloney
Martin, Iowa
Mason
Mathews
Merrow
Meyer

Michener
Miller, Md.
Miller, Nebr.
Morton
Muhlenberg
Murray, Wis.
Nicholson
Nixon
Norrell
O'Hara
O'Konki
Owens
Patterson
Phillips, Calif.
Ploeser
Potter
Potts
Ramey
Reed, Ill.
Reed, N. Y.
Reeves
Rich
Riehlman
Rizley
Robertson
Rogers, Mass.
Ross
Sadlak
St. George
Sanborn
Sarbacher
Schwabe, Mo.
Schwabe, Okla.
Scott
Hugh D., Jr.
Scrivner
Seely-Brown
Shafer
Short
Simpson, Ill.
Simpson, Pa.
Smith, Kans.
Smith, Maine
Smith, Ohio
Stefan
Stevenson
Sundstrom
Taber
Talle
Taylor
Tibbott
Towe
Twyman
Vail
Van Zandt
Vorys
Vursell
Wadsworth
Walter
Weichel
Wigglesworth
Wolcott
Wolverton
Woodruff
Youngblood

So the motion to recommit was rejected.

The Clerk announced the following pairs:

On this vote:

Mr. H. Carl Andersen for, with Mr. Plumley against.

Mr. Deane for, with Mr. Gallagher against.

Mr. Boykin for, with Mr. Hartley against.

Mr. Chelf for, with Mr. Nodar against.

Mr. Miller of California for, with Mr. Scoblick against.

Mr. Johnson of Texas for, with Mr. Thomas of New Jersey against.

Mr. Dorn for, with Mr. Andrews of New York against.

Mr. Lane for, with Mr. Kunkel against.

Mr. Crosser for, with Mr. Miller of Connecticut against.

Mrs. Lusk for, with Mr. Hardie Scott against.

General pairs until further notice:

Mr. Jones of Washington with Mr. Engle of California.

Mr. Wilson of Indiana with Mr. Hébert.

Mr. Case of South Dakota with Mr. Kee.

Mr. Poulson with Mr. Sheppard.

Mr. August H. Andresen with Mr. Philbin.

Mr. Bender with Mr. Hobbs.

Mr. Butler with Mr. Sikes.

Mr. Beall with Mr. Lyle.

Mr. Kearney with Mr. Lea.

Mr. Love with Mr. Clark.

Mr. McCulloch with Mr. Hart.

Mr. Meade of Kentucky with Mr. Hedrick.

Mr. Mitchell with Mr. Thompson.

Mr. Mundt with Mr. West.

Mr. Rohrbough with Mr. Jones of North Carolina.

Mr. Rees with Mr. Battle.

Mr. Clippinger with Mr. Dawson of Illinois.

Mr. Barrett with Mr. Larcade.

Mr. D'Ewart with Mr. Kirwan.

Mr. Fuller with Mr. Keogh.

Mr. Welch with Mr. Pfeifer.

Mr. Smith of Wisconsin with Mr. Rooney.

Mr. Snyder with Mr. Heffernan.

Mr. Stratton with Mr. Powell.

Mr. Russell with Mr. O'Toole.

Mr. Ellis with Mr. Multer.

Mr. HAGEN changed his vote from "nay" to "yea."

The result of the vote was announced as above recorded.

The SPEAKER. The question is on the passage of the bill.

The bill was passed.

A motion to reconsider was laid on the table.

Mr. PLOESER. Mr. Speaker, I ask unanimous consent that all Members may have five legislative days in which to revise and extend their remarks.

The SPEAKER. Is there objection to the request of the gentleman from Missouri?

There was no objection.

EXTENSION OF REMARKS

Mr. REED of New York asked and was given permission to extend his remarks in the RECORD and include a newspaper article.

Mr. BUSBEY asked and was given permission to extend his remarks in the RECORD.

NOT VOTING—97

Andersen,
H. Carl
Andresen,
August H.
Andrews, N. Y.
Barden
Barrett
Battle
Beall
Bell
Bender
Boykin
Buchanan
Butler
Case, S. Dak.
Chelf
Clark
Clippinger
Crosser
Dawson, Ill.
Deane

D'Ewart
Dorn
Ellis
Engle, Calif.
Fuller
Gallagher
Hart
Hartley
Hebert
Hedrick
Heffernan
Hendricks
Hobbs
Holmes
Jackson, Calif.
Jarman
Jenkins, Pa.
Johnson, Okla.
Johnson, Tex.
Jones, N. C.
Jones, Wash.

Kearney
Kee
Keogh
Kirwan
Kunkel
Lane
Larcade
Lea
Lemke
Love
Ludlow
Lusk
Lyle
McCulloch
Meade, Ky.
Meade, Md.
Miller, Calif.
Miller, Conn.
Mitchell
Multer
Mundt

Senate amendments, and ask for a conference with the Senate.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts? [After a pause.] The Chair hears none, and appoints the following conferees: Messrs. BATES of Massachusetts, ARENDS, COLE of New York, BROOKS, and SASSCER.

PUBLIC WORKS ON RIVERS AND HARBORS

Mr. ALLEN of Illinois, from the Committee on Rules, submitted the following privileged resolution (H. Res. 589, Rept. No. 1918), which was referred to the House Calendar and ordered to be printed:

Resolved, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill, H. R. 6419, authorizing the construction, repairs, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and all points of order against said bill are hereby waived. That after general debate, which shall be confined to the bill and continue not to exceed 1 hour, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Public Works, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

AGREEMENTS BETWEEN CARRIERS

Mr. ALLEN of Illinois. Mr. Speaker, I call up House Resolution 581 and ask for its immediate consideration.

The Clerk read the resolution, as follows:

Resolved, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 221) to amend the Interstate Commerce Act with respect to certain agreements between carriers. That after general debate, which shall be confined to the bill and continue not to exceed 2 hours, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Interstate and Foreign Commerce, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

Mr. ALLEN of Illinois. Mr. Speaker, I yield myself as much time as I may require.

Mr. Speaker, this resolution provides consideration for H. R. 221, a bill to amend the Interstate Commerce Act with respect to certain agreements between carriers.

I do not believe there is any necessity for me to go into a detailed explanation

of the bill. It is practically the same bill as H. R. 2536, which we considered here December 10, 1945. At that time we debated the bill for 2 hours. And after all of the aspects and ramifications of the bill were understood, we passed it by a vote of 277 to 45. The bill was reported in the Senate, but died on the Senate Calendar without having been considered. Now the House must go through the mechanics of passing the bill again.

But allow me to review briefly the situation which makes this legislation necessary. At present, common carriers—especially the railroads—are caught in a strangle hold between two Federal statutes. The first requires them to do certain acts while the antitrust division contends it is unlawful for them to do the very acts required of them by the first.

Under the Interstate Commerce Act, carriers are required to join with one another in establishing through routes and joint rates. They are required to make agreements with respect to interchange of cars and equipment between carriers and on a number of other subjects. Now, despite the fact that railroads are required by the Interstate Commerce Act to enter into these agreements with one another, the Department of Justice has sought, and is seeking, to prosecute them under the antitrust laws for the very acts required of them by law.

For more than 50 years, as a matter of convenience, rates have been worked out between the railroads and the shippers by a system that is sometimes referred to as a conference system, or as a system by agreement. Under this system, the members of the railroad association meet and discuss rate problems and try as best they can to arrive at an agreement. If they arrive at an agreement of what the new rate will be on a particular commodity, they then send out notices to interested shippers. The shippers are then given an opportunity to be heard and to protest if they wish. But nine times out of ten the shippers and the railroads agree on a certain rate. The rate is then filed with the Interstate Commerce Commission and becomes effective if no protest is made within 30 days.

Everybody thought these agreements were perfectly legal, proper, and in the public interest until somebody in the Department of Justice came up with the suggestion that such agreements are in violation of the antitrust law, and since then the Government has instituted several suits against the railroads, and they threaten more suits unless something is done to prevent them. This bill is designed to do just that—to prevent the Department of Justice from interfering with a trade practice which has been recognized for more than 50 years and which was recognized as being in the public interest.

This bill exempts a certain class of agreements between the railroads from the antitrust laws, while at the same time protecting the public from price-fixing practices which would be detrimental to the public welfare. This safeguard is provided by requiring approval of the Interstate Commerce Commission

of these agreements between railroads and by specifically prohibiting certain agreements.

Under the rule, 2 hours has been allowed to debate this bill. The Rules Committee thought that a sufficient amount of time in view of the fact that we have all had the benefit of 2 hours of debate on the same bill less than 18 months ago. Other than providing consideration, the rule does not give any special protection for the bill. Amendments may be offered to it under the 5-minute rule and points of order may be raised against the bill, although I doubt that the bill is vulnerable in that respect.

I think that the previous vote on a bill which was practically identical to this one shows that an overwhelming majority of you will favor this bill, and I doubt that it will require any special urging on my part to secure adoption of this resolution or passage of the bill.

Mr. Speaker, I yield 30 minutes to the gentleman from Illinois [Mr. SABATH].

Mr. SABATH. Mr. Speaker, as the chairman of the Rules Committee the gentleman from Illinois [Mr. ALLEN] has stated, it is true that we passed a similar bill in 1945, but it is claimed that this is a better bill than that one. If this is a better bill, perhaps if we wait another couple of years, the committee will report a still better bill, and one which is more just to the shippers and consumers. The underlying reason for bringing out this bill is of course to preclude the State of Georgia and the United States from proceeding with its action against the railroads which are charged with being guilty of violating the antitrust law. I do not see why we should deprive the courts of the right to pass upon that important question. Whether these railroads are guilty or not, I am of the opinion that neither the Department of Justice nor the State of Georgia would have proceeded against them unless they had sufficient evidence to justify the action. The bill before us is in the interest of the railroads that desire to agree between themselves as to rates. The bill favors the steel, oil, and other big shippers, and will operate against the smaller shippers and naturally against the consumers. I know that the gentlemen who have prepared the views of the minority, which I consider a very splendid and honest résumé of conditions will explain later on the unjustifiable desire and insistence upon passing this legislation before the courts can act on it.

So I shall not dwell any further upon the provisions of the bill, because the gentleman who signed the minority report, the gentleman from Minnesota [Mr. O'HARA], has devoted much time and study to the bill and can explain it more satisfactorily and in much clearer terms than I possibly can.

But I do say this: You gentlemen claim you want free enterprise. Free enterprise—I hear that every day. This actually kills free enterprise. I do not see how you will be able to justify yourselves in voting for the bill. Of course, the railroads want it. So I know that it will be passed, because, unfortunately, they have a way of misleading Congress and legislative bodies in such smooth and

H. R. 4129. An act for the relief of Jerline Floyd Givens and the legal guardian of William Earl Searight, a minor;

H. R. 4130. An act for the relief of Dennis (Dionisio) Fernandez;

H. R. 4631. An act for the relief of Antonio Villani;

H. R. 5035. An act to authorize the attendance of the United States Marine Band at the Eighty-second National Encampment of the Grand Army of the Republic to be held in Grand Rapids, Mich., September 26 to 30, 1948;

H. R. 5118. An act to authorize the sale of certain individual Indian land on the Flathead Reservation to the State of Montana;

H. R. 5137. An act to amend the Immigration Act of 1924, as amended;

H. R. 5262. An act to authorize the sale of individual Indian lands acquired under the act of June 18, 1934, and under the act of June 26, 1936;

H. R. 5543. An act granting the consent of Congress to Carolina Power & Light Co., to construct, maintain, and operate a dam in the Lumber River;

H. R. 5651. An act authorizing the Secretary of the Interior to convey certain lands in South Dakota for municipal or public purposes;

H. R. 5805. An act to extend the time within which application for the benefits of the Mustering-Out Payment Act of 1944 may be made by veterans discharged from the armed forces before the effective date of such act; and

H. R. 5963. An act to authorize the construction of a courthouse to accommodate the United States Court of Appeals for the District of Columbia and the District Court of the United States for the District of Columbia, and for other purposes.

BILL PRESENTED TO THE PRESIDENT

Mr. LECOMPTE, from the Committee on House Administration, reported that that committee did on May 7, 1948 present to the President, for his approval, a bill of the House of the following title:

H. R. 6055. An act making appropriations to supply deficiencies in certain appropriations for the fiscal year ending June 30, 1948.

ADJOURNMENT

Mr. HALLECK. Mr. Speaker, I move that the House do now adjourn.

The motion was agreed to; accordingly (at 6 o'clock and 25 minutes p. m.), under its previous order, the House adjourned until tomorrow, Wednesday, May 12, 1948, at 11 o'clock a. m.

EXECUTIVE COMMUNICATIONS, ETC.

Under clause 2 of rule XXIV, executive communications were taken from the Speaker's table and referred as follows:

1538. A letter from the Secretary of the Army transmitting a letter from the Chief of Engineers, United States Army, dated March 3, 1948, submitting a report, together with accompanying papers and an illustration, on a review of reports on the Mississippi River between the Missouri River and Minneapolis, for construction of a harbor at Davenport, Iowa, requested by a resolution of the Committee on Rivers and Harbors, House of Representatives, adopted on March 21, 1945 (H. Doc. No. 642); to the Committee on Public Works and ordered to be printed, with one illustration.

1539. A letter from the Secretary of the Army transmitting a letter from the Chief of Engineers, United States Army, dated February 19, 1948, submitting a report, together with accompanying papers and illustrations, on a preliminary examination and survey of, and a review of reports on rivers, lakes, and canals of central and southern Florida

for flood control and other purposes, made pursuant to congressional authorizations (H. Doc. No. 643); to the Committee on Public Works and ordered to be printed, with five illustrations.

1540. A letter from the Secretary of the Army transmitting a letter from the Chief of Engineers, United States Army, dated March 22, 1948, submitting a report, together with accompanying papers and illustrations, on a preliminary examination and survey of Pillar Point, Halfmoon Bay, San Mateo County, Calif., authorized by the River and Harbor Act, approved March 2, 1945 (H. Doc. No. 644); to the Committee on Public Works and ordered to be printed, with two illustrations.

1541. A letter from the Secretary of the Army transmitting a letter from the Chief of Engineers, United States Army, dated August 22, 1947, submitting a report, together with accompanying papers and one illustration, on a preliminary examination and survey of Mystic River, Mass., authorized by the River and Harbor Act approved on March 2, 1945 (H. Doc. No. 645); to the Committee on Public Works and ordered to be printed, with one illustration.

1542. A letter from the Secretary of the Army transmitting a letter from the Chief of Engineers, United States Army, dated February 12, 1948, submitting a report, together with accompanying papers and an illustration, on a preliminary examination and survey of channel at Charleston, South Slough, Oreg., authorized by the River and Harbor Act approved on March 2, 1945 (H. Doc. No. 646); to the Committee on Public Works and ordered to be printed, with one illustration.

1543. A letter from the Acting Secretary of the Navy transmitting a draft of a proposed bill to enhance further the security of the United States by preventing disclosures of information concerning the cryptographic systems and the communication intelligence activities of the United States; to the Committee on the Judiciary.

1544. A letter from the President, Board of Commissioners, District of Columbia, transmitting a draft of a proposed bill to provide for the removal of weeds from lands in the District of Columbia, and for other purposes; to the Committee on the District of Columbia.

REPORTS OF COMMITTEES ON PUBLIC BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. JOHNSON of Indiana: Committee on Appropriations. H. R. 6500. A bill making appropriations for the legislative branch for the fiscal year ending June 30, 1949, and for other purposes; without amendment (Rept. No. 1906). Referred to the Committee of the Whole House on the State of the Union.

Mr. REED of New York: Committee on Ways and Means. House Joint Resolution 395. Joint resolution to extend the time for the release, free of estate and gift tax, of powers of appointment; with an amendment (Rept. No. 1907).

Mr. BLACKNEY: Committee on Armed Services. S. 657. An act to amend the Pay Readjustment Act of 1942, as amended, so as to authorize crediting of service as a cadet, midshipman, or aviation cadet for pay purposes, and for other purposes; without amendment (Rept. No. 1908). Referred to the Committee of the Whole House on the State of the Union.

Mr. BLACKNEY: Committee on Armed Services. S. 1525. An act to provide for furnishing transportation for certain Government and other personnel, and for other purposes; with an amendment (Rept. No.

1909). Referred to the Committee of the Whole House on the State of the Union.

Mr. ELSTON: Committee on Armed Services. H. R. 5181. A bill to authorize the Secretary of the Army to exchange certain property with the city of Kearney, Nebr.; without amendment (Rept. No. 1910). Referred to the Committee of the Whole House on the State of the Union.

Mr. GOODWIN: Committee on Ways and Means. H. R. 5608. A bill to amend paragraph 1007 of the Tariff Act of 1930; without amendment (Rept. No. 1911). Referred to the Committee of the Whole House on the State of the Union.

Mr. GRANT of Indiana: Committee on Ways and Means. H. R. 5612. A bill to provide for the free importation of evergreen Christmas trees; with an amendment (Rept. No. 1912). Referred to the Committee of the Whole House on the State of the Union.

Mr. WOODRUFF: Committee on Ways and Means. H. R. 5641. A bill to provide for the free importation of salt brine; without amendment (Rept. No. 1913). Referred to the Committee of the Whole House on the State of the Union.

Mr. ELSTON: Committee on Armed Services. H. R. 5642. A bill to authorize the Secretary of the Navy to grant to the East Bay Municipal Utility District, an agency of the State of California, an easement for the construction and operation of a water main in and under certain Government-owned lands comprising a part of the United States naval air station, Alameda, Calif.; without amendment (Rept. No. 1914). Referred to the Committee of the Whole House on the State of the Union.

Mr. BLACKNEY: Committee on Armed Services. H. R. 5758. A bill to amend further the Armed Forces Leave Act of 1946, as amended, to permit certain payments to be made to surviving brothers and sisters, and nieces and nephews, of deceased members and former members of the armed forces; with an amendment (Rept. No. 1915). Referred to the Committee of the Whole House on the State of the Union.

Mr. GRANT of Indiana: Committee on Ways and Means. H. R. 6242. A bill to continue until the close of June 30, 1949, the present suspension of import duties on scrap iron, scrap steel, and nonferrous metal scrap; without amendment (Rept. No. 1917). Referred to the Committee of the Whole House on the State of the Union.

Mr. ALLEN of Illinois: Committee on Rules. House Resolution 589. Resolution providing for consideration of H. R. 6419, a bill authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes; without amendment (Rept. No. 1918). Referred to the House Calendar.

Mr. GRANT of Indiana: Committee on Ways and Means. H. R. 5965. A bill to amend paragraph 813 of the Tariff Act of 1930; with an amendment (Rept. No. 1919). Referred to the Committee of the Whole House on the State of the Union.

Mr. McDOWELL: Committee on Un-American Activities. Report on the Communist Party of the United States as an advocate of overthrow of government by force and violence; without amendment (Rept. No. 1920). Referred to the Committee of the Whole House on the State of the Union.

Mr. LOVE: Committee on Post Office and Civil Service. S. 1082. An act to credit certain service performed by employees of the postal service who are transferred from one position to another within the service for purposes of determining eligibility for promotion; with amendments (Rept. No. 1921). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. S. 1305. An act to amend section 24 of the Federal Power Act so as to provide that the States may apply for reservation of

portions of power sites released for entry, location, or selection to the State for highway purposes; without amendment (Rept. No. 1922). Referred to the Committee of the Whole House on the State of the Union.

Mr. GRAHAM: Committee on the Judiciary. H. R. 2766. A bill to amend section 2 of an act entitled "An act to provide for the establishment of a probation system in the United States courts, except in the District of Columbia," approved March 4, 1925, as amended (18 U. S. C. 725); without amendment (Rept. No. 1923). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. H. R. 3402. A bill to extend the authorized maturity date of certain bridge revenue bonds to be issued in connection with the refunding of the acquisition cost of the bridge across the Missouri River at Rulo, Nebr.; with amendments (Rept. No. 1924). Referred to the House Calendar.

Mr. ELSTON: Committee on Armed Services. H. R. 3883. A bill to authorize and direct the Secretary of War to transfer to the Territory of Alaska the title to the Army vessel *Hygiene*; with amendments (Rept. No. 1925). Referred to the Committee of the Whole House on the State of the Union.

Mr. ELSTON: Committee on Armed Services. H. R. 4032. A bill to amend certain provisions of law relating to the naval service so as to authorize the delegation to the Secretary of the Navy of certain discretionary powers vested in the President of the United States; with an amendment (Rept. No. 1926). Referred to the Committee of the Whole House on the State of the Union.

Mr. DOLLIVER: Committee on Interstate and Foreign Commerce. H. R. 4114. A bill to amend the Public Health Service Act to permit certain expenditures, and for other purposes; with amendments (Rept. No. 1927). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. H. R. 4190. A bill to amend the General Bridge Act of 1946; without amendment (Rept. No. 1928). Referred to the House Calendar.

Mr. LEONARD W. HALL: Committee on Interstate and Foreign Commerce. H. R. 4816. A bill to amend section 624 of the Public Health Service Act so as to provide a minimum allotment of \$250,000 to each State for the construction of hospitals; without amendment (Rept. No. 1929). Referred to the Committee of the Whole House on the State of the Union.

Mr. ELSTON: Committee on Armed Services. H. R. 5283. A bill to provide for the disposal of surplus sand at Fort Story, Va.; without amendment (Rept. No. 1930). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. H. R. 5509. A bill to authorize Defense Homes Corporation to convey to Howard University certain lands in the District of Columbia, and for other purposes; with amendments (Rept. No. 1931). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. H. R. 5750. A bill to provide for the extension and improvement of post-office facilities at Los Angeles, Calif., and for other purposes; with amendments (Rept. No. 1932). Referred to the Committee of the Whole House on the State of the Union.

Mr. DONDERO: Committee on Public Works. H. R. 5842. A bill to provide for the acquisition of additional land along the Mount Vernon Memorial Highway in exchange for certain dredging privileges, and for other purposes; without amendment (Rept. No. 1933). Referred to the Committee of the Whole House on the State of the Union.

Mr. FELLOWS: Committee on the Judiciary. H. R. 5922. A bill relating to the issuance of reentry permits to certain aliens; with an amendment (Rept. No. 1934). Referred to the Committee of the Whole House on the State of the Union.

Mr. LEONARD W. HALL: Committee on Interstate and Foreign Commerce. H. R. 5889. A bill to extend the provisions of title VI of the Public Health Service Act to the Virgin Islands; with an amendment (Rept. No. 1935). Referred to the Committee of the Whole House on the State of the Union.

Mr. TWYMAN: Committee on Post Office and Civil Service. H. R. 6208. A bill to provide for the collection and publication of statistical information by the Bureau of the Census; without amendment (Rept. No. 1936). Referred to the Committee of the Whole House on the State of the Union.

Mr. REED of New York: Committee on Ways and Means. H. R. 6275. A bill to exempt from estate tax national service life insurance and United States Government life insurance in certain cases; without amendment (Rept. No. 1937). Referred to the Committee of the Whole House on the State of the Union.

Mr. YOUNGBLOOD: Committee on Post Office and Civil Service. H. R. 6293. A bill to amend the act of June 19, 1934, providing for the establishment of the National Archives, so as to provide that certain fees collected by the Archivist shall be available for disbursement in the interest of the National Archives; without amendment (Rept. No. 1938). Referred to the Committee of the Whole House on the State of the Union.

Mr. HESELTON: Committee on Interstate and Foreign Commerce. H. R. 6339. A bill to amend the provisions of title VI of the Public Health Service Act relating to standards of maintenance and operation for hospitals receiving aid under that title; without amendment (Rept. No. 1939). Referred to the Committee of the Whole House on the State of the Union.

REPORTS OF COMMITTEES ON PRIVATE BILLS AND RESOLUTIONS

Under clause 2 of rule XIII, reports of committees were delivered to the Clerk for printing and reference to the proper calendar, as follows:

Mr. ELSTON: Committee on Armed Services. H. R. 5836. A bill to authorize the Secretary of the Army or his duly authorized representative to quitclaim a perpetual easement over certain lands adjacent to the Fort Myers Army Airfield, Fla.; without amendment (Rept. No. 1916). Referred to the Committee of the Whole House.

PUBLIC BILLS AND RESOLUTIONS

Under clause 3 of rule XXII, public bills and resolutions were introduced and severally referred as follows:

By Mr. JOHNSON of Indiana:
H. R. 6500. A bill making appropriations for the legislative branch for the fiscal year ending June 30, 1949, and for other purposes; to the Committee on Appropriations.

By Mr. HINSHAW:
H. R. 6501. A bill to provide for the development of civil transport aircraft adaptable for auxiliary military service, and for other purposes; to the Committee on Armed Services.

By Mr. FERNÓS-ISERN:
H. R. 6502. A bill to amend the Organic Act of Puerto Rico; to the Committee on Public Lands.

By Mr. GRANT of Indiana:
H. R. 6503. A bill to repeal the war tax rate on the retail sale of jewelry, furs, and toilet preparations, and to reduce the war tax rate on the retail sale of luggage; to the Committee on Ways and Means.

By Mr. PACE:

H. R. 6504. A bill to authorize the sale to Muscogee County, State of Georgia, of topsoil at the Fort Benning installation; to the Committee on Armed Services.

By Mr. PETERSON (by request):

H. R. 6505. A bill to incorporate the Army and Navy Union; to the Committee on the Judiciary.

By Mr. BEALL:

H. R. 6506. A bill to authorize the granting of Federal aid with respect to the construction of certain toll bridges, highways, and tunnels; to the Committee on Public Works.

By Mr. HUBER:

H. R. 6507. A bill to amend subsection 602 (F) of the National Service Life Insurance Act of 1940, as amended, to authorize renewal of level-premium term insurance for a second 5-year period, and for other purposes; to the Committee on Veterans' Affairs.

By Mr. NORBLAD:

H. R. 6508. A bill to amend section 1501 (b) (1) (E) of the Second War Powers Act, 1942, so as to authorize the exercise of certain powers conferred by such act with respect to nitrogenous compound necessary to the manufacture and delivery of nitrogenous fertilizer materials for export; to the Committee on Banking and Currency.

By Mr. PRICE of Illinois:

H. R. 6509. A bill to provide an appropriation for the reconstruction and repair of public facilities in the State of Illinois which were destroyed or damaged by a recent tornado; to the Committee on Appropriations.

By Mr. REEVES:

H. R. 6510. A bill to encourage the construction of rental housing accommodations by permitting certain deductions in computing net income for income-tax purposes; to the Committee on Ways and Means.

By Mr. RIZLEY:

H. R. 6511. A bill to amend section 2402 (a) of the Internal Revenue Code, as amended, and to repeal section 2402 (b) of the Internal Revenue Code, as amended; to the Committee on Ways and Means.

By Mr. KLEIN:

H. R. 6512. A bill to authorize the issuance of a silver certificate bearing the portrait of Franklin Delano Roosevelt; to the Committee on Banking and Currency.

By Mr. BOGGS of Louisiana:

H. R. 6513. A bill to exclude from gross income lump-sum payments for service as aviators in the armed forces of the United States; to the Committee on Ways and Means.

By Mr. HARRIS:

H. J. Res. 399. Joint resolution proposing an amendment to the Constitution of the United States; to the Committee on the Judiciary.

By Mr. GAMBLE:

H. Con. Res. 197. Concurrent resolution to continue the Joint Committee on Housing beyond March 15, 1948, and for other purposes; to the Committee on Rules.

MEMORIALS

Under clause 3 of rule XXII, memorials were presented and referred as follows:

By the SPEAKER: Memorial of the Legislature of the State of Michigan, memorializing the President and the Congress of the United States to take emphatic and positive action under the laws of our land to prevent and estop any person, group, or assembly from the continuance of teachings or actions which have as their basis the motives to destroy our America; to the Committee on Un-American Activities.

Also, memorial of the Legislature of the State of Michigan, memorializing the President and the Congress of the United States with respect to the limitation of petroleum exports; to the Committee on Interstate and Foreign Commerce.

H. R. 6419

IN THE SENATE OF THE UNITED STATES

MAY 26 (legislative day, MAY 20), 1948

Referred to the Committee on Public Works and ordered to be printed

AMENDMENT

Intended to be proposed by Mr. PEPPER (for himself and Mr. HOLLAND) to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control, viz: At the appropriate place in the section, "Authorizing preliminary examinations and surveys", insert the following:

- 1 For flood control and major drainage, navigation, and
- 2 allied water uses, all streams and creeks in northwest Florida.
- 3 including the Suwannee River Basin and the area west
- 4 thereof, and for the purpose of this investigation, the study
- 5 shall include the headwater area of these streams and creeks
- 6 in Georgia and Alabama.

AMENDMENT

Intended to be proposed by Mr. PERRY (for himself and Mr. HOLLAND) to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control.

MAY 26 (legislative day, MAY 20), 1948
Referred to the Committee on Public Works and
ordered to be printed

power at its command guard the interests of this program and protect the taxpayers of this Nation by refusing to pay inflationary prices, some of which are already in evidence as a result of anticipatory buying, especially in connection with cotton.

"The Administration estimates contain an amount of \$110,000,000 for the purchase of tobacco. While there may be reasons for the purchase of some tobacco there is serious doubt as to how much tobacco should be purchased during this period of dire need for more substantive aid, and purchases in the luxury category should be very carefully scrutinized.

"It is contemplated to purchase some \$24,600,000 worth of wool. While wool is a commodity necessary in the general rehabilitation of Europe, every effort should be made to purchase the type of wool that will serve the intended purpose at the lowest possible cost. The Commodity Credit Corporation, for example, has over 240,000,000 pounds of wool, one-half of it of the lower-grade variety not salable in the United States and purchased at a cost of 42 cents per pound. It is hoped that both our own and the European economy can be aided by the movement of this wool into export. Cotton cloth purchases are to be made in an estimated amount of \$72,600,000. In this item especially, but also in many other items contemplated in the program, it would seem that the raw material rather than the finished product should be exported in order that the expense of manufacture in this country may be avoided or minimized and at the same time the people of Europe given a greater opportunity to produce for their own needs."

"The committee is not wholly satisfied with the large-scale mechanization of farms in participating countries that is apparently proposed in the program. The shortage of steel and petroleum throughout the world, plus the general unfamiliarity of the average European farmer with mechanical farm equipment might prove costly and, in the final analysis, unproductive. While farm production must further be increased in these countries the proportion of large farms that lend themselves to production by means of mechanized equipment is small. This program should be embarked upon with extreme caution, and should not require the \$81,500,000 estimated for this purpose."

"It is the sense of the committee that relief in the form of grants should be limited insofar as practicable to food, fuel, fertilizer, and seed. The committee is of the further opinion that grants should be limited insofar as practicable to those countries which are unable to pay for the required imports through increased production. No European nation wants to remain on an indefinite dole from another nation and no nation can long afford to export its substance to another nation without a break-down in its own economy. Sacrifices must be made by all and each country's sacrifice should be understood by each other country."

2. AGRICULTURAL APPROPRIATION BILL, 1949. The Rules Committee reported H.Res. 624, agreeing to the conference requested by the Senate on this bill; H.R. 5883 (pp. 7284, 7286).
3. NATIONAL FOREST. The Agriculture Committee reported with amendments S. 1090, to remove the limitation governing exchanges of certain lands in the Superior National Forest, Minn., to safeguard and consolidate areas of exceptional public interest (H.Rept. 2186) (p. 7286).
4. GOLDEN NEMATODE. The Agriculture Committee reported without amendment S. 2137, to provide for the protection of potato and tomato production from the golden nematode (H.Rept. 2187) (p. 7286).
5. EMERGENCY POWERS. Agreed to the conference report on H.R. 6659, to continue until June 30, 1949, certain allocation and export-import controls (pp. 7258-9). For provisions of the bill as reported by the conference committee see Digest 99.

6. FLOOD CONTROL. Passed with amendments H.R. 6419, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control (pp. 7257-71). Title I of the bill is the proposed Rivers and Harbors Act of 1948, and Title II is the proposed Flood Control Act of 1948.
7. NAVAL APPROPRIATION BILL, 1949. Passed without amendment this bill, H.R. 6772 (pp. 7244-57).
8. HEALTH. Conferences were appointed on S.J.Res. 98, to provide for membership and participation by the U.S. in the World Health Organization (p. 7257). Senate conferences were appointed June 2.
9. PERSONNEL. Agreed to conference report on H.R. 4236, to amend the Civil Service Act to remove certain discrimination with respect to the appointment of physically handicapped persons (p. 7278). This bill will now be sent to the President.
10. VIRGIN ISLANDS. The Rules Committee reported a resolution for the consideration of H.R. 5904, to incorporate the Virgin Islands Corporation (pp. 7284, 7286).
11. FEDERAL SECURITY SUPPLEMENTAL APPROPRIATION BILL, 1949. Conferences were appointed on this bill, H.R. 6355 (p. 7284). The bill was passed by the Senate earlier in the day (see item 27).
12. FOREST SERVICE. The Agriculture Committee ordered reported (but did not actually report) H.R. 2028, the Forest Service fiscal omnibus bill (p. D586).
13. RESEARCH. The Interstate and Foreign Commerce Committee ordered reported (but did not actually report) H.R. 6007, to establish a National Science Foundation (p. D588).
14. EXPENDITURES. Rep. Reed, N.Y., urged reductions in Government spending and inserted a Wall Street Journal article on the subject (pp. 7240-1).
15. PERSONNEL. Rep. Snathers, Fla., spoke in favor of pay raises for Federal employees (p. 7243).
16. HOUSING. Rep. Hardy, Va., spoke in favor of the TEW housing bill (p. 7245). Received a VFW petition favoring the TEW housing bill (p. 7287).

BILLS INTRODUCED

17. BUILDINGS AND GROUNDS. H.R. 6806, by Rep. D'Ewart, Mont., to authorize the Secretary of Agriculture to accept buildings and improvements constructed and affected by the Buffalo Rapids Farms Associations on project lands in the Buffalo Rapids water conservation and utilization project and canceling certain indebtedness of the association. To Agriculture Committee. (p. 7286.)
18. WATER TRANSPORTATION. S. 2799, by Sen. Canhart, Ind., to provide for ascertaining the economic justification for proposed improvements to the inland waterways of the U.S. To Interstate and Foreign Commerce Committee. (p. 7166.)
19. FEDERAL AID; EDUCATION. S. 2801, by Sen. Kilgore, W. Va. (for himself and Sens. Morse, Ore., and Magnuson, Wash.), to assist the States in the removal of adult illiteracy by the development and maintenance of special programs of basic elementary education for adults. To Labor and Public Welfare Committee. (p. 7166.) Remarks of author in which he referred to the percentage of illiteracy among "farm dwellers."

Union, reported that that Committee, having had under consideration the bill (H. R. 6772) making appropriations for the Department of the Navy and the Naval Service for the fiscal year ending June 30, 1949, and for other purposes, had directed him to report the bill back to the House with the recommendation that the bill do pass.

Mr. PLUMLEY. Mr. Speaker, I move the previous question on the bill to final passage.

The previous question was ordered.

The SPEAKER. The question is on the engrossment and third reading of the bill.

The bill was ordered to be engrossed and read a third time and was read the third time.

The SPEAKER. The question is on the passage of the bill.

The bill was passed.

A motion to reconsider was laid on the table.

WORLD HEALTH ORGANIZATION

Mrs. BOLTON. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the joint resolution (S. J. Res. 98) providing for membership and participation by the United States in the World Health Organization and authorizing an appropriation therefor, with a House amendment thereto, insist on the House amendment, and agree to the conference asked by the Senate.

The Clerk read the title of the joint resolution.

The SPEAKER. Is there objection to the request of the gentleman from Ohio? [After a pause.] The Chair hears none, and appoints the following conferees: Mrs. BOLTON, Mr. JUDD, and Mr. COURTNEY.

NAVAL VESSELS

Mr. HESS. Mr. Speaker, I ask unanimous consent to take from the Speaker's desk the bill (H. R. 4721) to remove the statutory limit of appropriation expenditures for repairs or changes to a vessel of the Navy, with a Senate amendment thereto, and concur in the Senate amendment.

The Clerk read the title of the bill.

The Clerk read the Senate amendment as follows:

Page 2, strike out lines 8, 9, and 10, inclusive, and insert:

"SEC. 2. No funds appropriated for the repair or alteration of any naval vessel shall be utilized to make any repairs or alterations to a vessel which result in a change of the category or type of such vessel, unless such funds have been specifically made available for such purpose."

The SPEAKER. Is there objection to the request of the gentleman from Ohio?

There was no objection.

The Senate amendment was concurred in.

A motion to reconsider was laid on the table.

EXTENSION OF REMARKS

Mr. ISACSON asked and was given permission to extend his remarks in the RECORD and include certain extraneous material.

Mr. KLEIN asked and was given permission to include in his remarks made in Committee of the Whole an editorial from the New York Post.

Mr. CARROLL asked and was given permission to extend his remarks in the RECORD and include an editorial.

Mr. GRAHAM asked and was given permission to extend his remarks in the RECORD and include a letter written by Representative McCONNELL.

Mr. DAGUE asked and was given permission to extend his remarks in the RECORD and include an address recently delivered by Representative GILLIE.

SPECIAL ORDER GRANTED

Mr. McDOWELL. Mr. Speaker, I ask unanimous consent that tomorrow, at the conclusion of the legislative program of the day and following any special orders heretofore entered, I may be permitted to address the House for 30 minutes.

The SPEAKER. Is there objection to the request of the gentleman from Pennsylvania?

There was no objection.

WATER FILTRATION PLANT, HIGHLAND FALLS, N. Y.

Mr. BATES of Massachusetts. Mr. Speaker, I call up the conference report on the bill (H. R. 2359) to authorize the payment of a lump sum, in the amount of \$100,000, to the village of Highland Falls, N. Y., as a contribution toward the cost of construction of a water-filtration plant, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of June 2, 1948.)

The conference report was agreed to.

A motion to reconsider was laid on the table.

CONSTRUCTION AT MILITARY INSTALLATIONS

Mr. BATES of Massachusetts. Mr. Speaker, I call up the conference report on the bill (S. 1676) to authorize the Secretary of War to proceed with construction at military installations, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Massachusetts?

There was no objection.

The Clerk read the statement.

(For conference report and statement see proceedings of the House of June 2, 1948.)

A motion to reconsider was laid on the table.
The conference report was agreed to.

EXTENSION OF REMARKS

Mr. THOMAS of Texas asked and was given permission to revise and extend his remarks.

FLOOD CONTROL ACT OF 1948

Mr. RIZLEY. Mr. Speaker, I call up House Resolution 589 and ask for its immediate consideration.

The Clerk read as follows:

Resolved, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and all points of order against said bill are hereby waived. That after general debate, which shall be confined to the bill and continue not to exceed 1 hour, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Public Works, the bill shall be read for amendment under the 5-minute rule. At the conclusion of the consideration of the bill for amendment, the Committee shall rise and report the bill to the House with such amendments as may have been adopted and the previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

Mr. RIZLEY. Mr. Speaker, I yield myself 5 minutes.

Mr. Speaker, this resolution provides consideration for H. R. 6419, a bill authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Those of you who were Members of this House during the Seventy-ninth Congress, and previous Congresses, will remember that two omnibus bills were reported each year. The Committee on Rivers and Harbors reported one omnibus bill, and the Committee on Flood Control reported another. You will remember that the Legislative Reorganization Act of 1946 vested the functions of the Rivers and Harbors Committee and the Flood-Control Committee in the Public Works Committee.

I have reviewed the history of the procedure by which these bills were formerly reported only to emphasize the remarkable job the Public Works Committee has done on the bill this year. The omnibus rivers, harbors and flood-control bill they have reported this year calls for an expenditure of less than the omnibus bills reported in past years. The members of the Public Works Committee have recognized the stringency of our present Federal finances, and they have reported a bill which will cost less than legislation for like purposes in the past 25 years.

Every project in the bill has been screened and rescreened by the committee, and every project has had a favorable report from the Army engineers. The bill now includes 32 rivers and harbors projects in 14 States, and 13 flood-control projects in 10 States. All of this construction is of an urgent nature, or

it would not have been included in the bill.

There is one other important improvement over the procedure followed in past Congresses in reporting similar bills which I would like to point out to you. In the past, authorization for preliminary examination and survey items have been approved as a matter of course. This year, however, the survey items have been carefully screened by the committee, with the results that only nine surveys have been approved. This new procedure will save a considerable amount of money, and will prevent the waste of time and efforts to surveying projects which obviously are not feasible.

Again allow me to compliment the work of the members of the Committee on Public Works for their diligence in reporting this bill. I am sure that it will meet the approval of every fair-minded Member of this House.

This resolution provides 1 hour of debate on the bill, and waives points of order against it. I am sure that a majority of you recognize the value and the necessity for this legislation, and there is no need for me to urge you to vote for this resolution providing for its consideration.

This bill, as I understand, is unanimously reported by the committee. There was no objection in the committee.

Mr. Speaker, I reserve the remainder of my time, and I now yield 30 minutes to the gentleman from Georgia [Mr. Cox].

Mr. COX. Mr. Speaker, there is no desire to consume any time on this side.

Mr. RIZLEY. Mr. Speaker, I move the previous question.

The previous question was ordered.

The SPEAKER. The question is on agreeing to the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

TEMPORARY EXTENSION OF CERTAIN PROVISIONS OF SECOND DECONTROL ACT, 1947

Mr. WOLCOTT. Mr. Speaker, I call up the conference report on the bill (H. R. 6659) to continue for a temporary period certain powers, authority, and discretion conferred on the President by the Second Decontrol Act of 1947, and for other purposes, and ask unanimous consent that the statement of the managers on the part of the House be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan [Mr. Wolcott]?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House, June 2, 1948.)

[Mr. WOLCOTT addressed the House. His remarks will appear hereafter in the Appendix.]

Mr. ABERNETHY. Mr. Speaker, as many Members know, I have been working for months to find ways and means to channel more nitrogen to the American farmers. As a member of the subcommittee which investigated the nitro-

gen supply, I can assure you that there was never a greater need nor a greater demand for nitrogenous fertilizer than there is today.

In my studies of this problem I found that almost 28 percent of American manufactured and imported nitrogen was being shipped abroad to the occupied and unoccupied countries. In round figures we export 314,500 tons of pure nitrogen annually or 28 percent of the American supply. True it is that 253,000 tons of the exports are manufactured by the Ordnance Department of the Army but the fact remains that the Army's output is produced in American-made plants and paid for with American tax dollars. All of Army's production is earmarked for shipment to the occupied countries of Germany, Japan, and Korea; and 61,000 tons of industrial production is annually requisitioned by the Federal Government and exported to countries around the globe. Even if every pound produced by American industry and the Army was made available to the American farmers they would still be short by more than 33,000 tons—and I am still speaking in terms of pure nitrogen.

Not one of the six nitrogen plants in the bizonia area of Germany was destroyed during the war. Shortly after cessation of hostilities all were put into operation and production has continued almost without interruption. With the shooting war having been concluded 3 years ago and Germany's plants going strong, it just does not make sense that we should continue to supply the bizonia area with such large supplies of nitrogen, more particularly when our own supply is so very short.

As stated above, about 61,000 tons of nitrogen is exported annually to the unoccupied countries of France, Greece, Turkey, Philippines, and so forth. Army does not supply this. The Government forces private American manufacturers to make these exports. Early this year the thought occurred to me that the Army should reduce the amount of its supply to the occupied countries of Germany, Japan, and Korea and in turn absorb all exports to the unoccupied countries. This would make available to the American farmers every single ton manufactured by American industry. Even though that of itself would not entirely offset the short supply, it would go a long way.

Earlier in the year, when the Banking and Currency Committee opened hearings on the question of nitrogen exports, I appeared before the committee and urged that Army be required to absorb the exports to the nonoccupied countries. In all, I made three appearances before the committee and made available to its membership the information which had been gathered as a result of our investigation. Of course, Army officials appeared and protested my proposal. They claimed that they could not absorb any of the exports. I cited undisputable figures to show that the German farmer was receiving at least 10 percent more of his fertilizer need than was the American farmer, that production was up in the German plants and that to say the very least the Army could reduce the

supply to Germany and other occupied countries sufficiently to absorb a minimum of 50 percent of our international exports.

The Banking and Currency Committee accepted our views on this matter. I am most grateful to the distinguished chairman of the Banking and Currency Committee as well as other members of the committee for incorporating this amendment in the bill. You have rendered a great service to American agriculture. This marks the first real step toward relieving the serious shortage of nitrogen among our farmers. Oh, I know that some of the international moon-gazers may insist that this amendment will seriously affect the occupied program or that the production of food around the world will be reduced. But I can assure you that no such thing will happen. After all, we are bleeding the nitrogen from our soil at an alarming rate. The Department of Agriculture continues to set high-production goals. Without nitrogen the goals cannot be met and the fertility of our lands will be further impaired in the effort unless nitrogen is made available.

The farmers of my own State use large quantities of nitrogen. They have sent many appeals to the members of our State delegation urging that everything possible be done to stop the Government drain on the short supply. In my effort to accomplish this, I have had the most valuable assistance of the members of my delegation, Mr. WHITTEN, Mr. WHITTINGTON, Mr. COLMER, Mr. RANKIN, Mr. WINSTEAD, and Mr. WILLIAMS. All of them have worked hard in support of this amendment and have rendered a real service to their farming constituents. There are hundred and hundreds of farmers, particularly small farmers, throughout Mississippi who have not received one single pound of high content nitrogen fertilizer this year. For them and their families nitrogen means, as we often say, "a crop or a flop." By no stretch of the imagination can our Government justify the exportation of 28 percent of its supply of nitrogenous fertilizer while many of our own people are without nitrates of any kind.

I am for this conference report. It will mean that for the next fertilizer year an additional 100,000 tons of ammonium nitrate will be made available to our farmers, or, if the nitrogen is manufactured in the form of domestic nitrate fertilizers it will add between 200,000 and 275,000 tons of such to the supply. The supply will still be short, I know, but what a great relief this will be. I sincerely urge that the conference report be adopted without a single objection.

Mr. BROOKS. Mr. Speaker, I am delighted that the amendment which will result in allocating additional nitrogen to our farmers is to be adopted. Heretofore 61,000 tons of nitrogen have been shipped overseas from commercially produced stocks of this fertilizer. This nitrogen represents 200,000 tons of ammonium nitrate or 300,000 tons of ammonium sulfate, so I am told. The fact that one-half of this amount will now be available for domestic needs is most gratifying information for our farmers. Thirty thousand five hundred

tons of nitrogen should represent 100,000 tons of ammonium nitrate or 150,000 tons of ammonium sulfate. When given the proper base, it will represent about 250,000 tons of commercial fertilizer, so I am informed. Congressman TOM ABERNETHY, of Mississippi, has rendered fine work on the matter of freeing for domestic usages commercially produced nitrogen which heretofore has been shipped overseas. He has made a strong fight in this direction and I have joined with him on numerous occasions likewise in pushing this matter vigorously.

Many farmers in north Louisiana are extremely short of nitrogen fertilizer during the current crop year. They have been writing me letters pleading for additional stocks and supplies and I have recently worked with the Agriculture Department and the Commerce Department in obtaining the cancellation of certain allocations of nitrogen which had previously been designated to Finland. Already some of our farmers have received the benefit of this cancellation but the shortage of nitrogen fertilizer has become even more acute as the summer progresses. The action today of this House will result in making available an additional amount of this material badly needed by the farmers of the agricultural section of the South.

Mr. WOLCOTT. Does the gentleman from Kentucky desire more time?

Mr. SPENCE. No.

Mr. WOLCOTT. Mr. Speaker, I move the previous question on the conference report.

The previous question was ordered.

The conference report was agreed to. A motion to reconsider was laid on the table.

LEAVE OF ABSENCE

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that my colleague the gentleman from Missouri [Mr. FLOESER] may be given indefinite leave of absence due to urgent personal and family reasons.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

EXTENSION OF REMARKS

Mr. ABERNETHY. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD following the statement made by the gentleman from Michigan [Mr. WOLCOTT].

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

Mr. BROOKS. Mr. Speaker, I ask unanimous consent to extend my remarks in the RECORD following the statement made by the gentleman from Mississippi [Mr. ABERNETHY].

The SPEAKER. Is there objection to the request of the gentleman from Louisiana?

There was no objection.

FLOOD CONTROL ACT OF 1948

Mr. DONDERO. Mr. Speaker, I move that the House resolve itself into the

Committee of the Whole House on the State of the Union for the consideration of the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill H. R. 6419, with Mr. FULTON in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

Mr. DONDERO. Mr. Chairman, I yield myself 5 minutes.

Mr. Chairman, I take this opportunity to express to the members of the Public Works Committee on both sides of the aisle my very deep and sincere appreciation as chairman of that committee for their splendid cooperation, and their courteous consideration in the preparation of the projects which are contained in this bill, as we bring it to the floor of the House for consideration today.

The chairman of this committee, like a number of the members of the committee, served his apprenticeship under the able and distinguished former chairman of the Rivers and Harbors Committee, the late lamented Joseph J. Mansfield, of Texas. It was my privilege to serve under him for 14 years, for many of those years as the ranking minority member. I greatly admired and respected him for his integrity, his ability, and his statesmanship in the consideration of rivers and harbors projects for a decade and a half.

The bill which the committee brings to the floor today is an unusual bill in several respects. First, it is the smallest bill to come to the House for consideration for more than a quarter of a century, small in number of projects and small in the total amount involved.

The bill contains 45 projects, 32 of which are rivers and harbors projects and 13 flood-control projects. They are distributed among 21 States of the Union and the total amount of money involved is less than \$44,000,000.

When the committee considered the projects to go into this bill, it had in mind two things: First, those projects which fell into the category of emergency or where the conditions were of a very acute nature, and, second, such projects as would yield back to the people of the country great benefit for the amount of money expended. Certain of the projects in this bill will return a benefit of \$5 for every dollar to be expended in their construction.

May I say at this juncture that there are many projects in numerous districts of the country that could very well have been included in this bill. But there was no necessity for a large bill. I call to the attention of the Members of the House who have projects in their districts which may not be included in this legislation, that another Congress will be here within the next 7 months to consider such other projects as may be deemed wise for construction. Having

in mind the financial condition of the land it was thought best that no large omnibus rivers and harbors, and flood-control bill should be presented; secondly, I might cite as an additional reason that the backlog of projects already authorized and awaiting appropriations for their construction is of such magnitude that the absolute necessity for this bill could not be justified. But the committee believed that a small bill, of small projects, was proper to present to the Congress, as I have just indicated, either where conditions were acute or where an emergency existed.

I might add one more thing. The bill comes to the House without any controversy, by a unanimous vote of the committee. Every project in this bill has had the careful consideration of the Board of Army Engineers, the Chief of Engineers, then the proper subcommittee of the Public Works Committee, under the able leadership of the ranking majority members, the gentleman from Oregon [Mr. ANGELL], for rivers and harbors projects, and under the able gentleman from Indiana [Mr. WILSON], the chairman of the Subcommittee on Flood Control. In addition to that, it might be of interest to call attention to the fact that in the last 25 years the commerce of the United States—and I mean by that that water-borne commerce—has almost doubled. I ask you to listen to this record of increase in water-borne commerce of our country.

In 1920 it was 399,000,000 tons, in 1925 it was 483,000,000 tons, in 1930 it was 520,000,000 tons, in 1935 it was 453,000,000 tons, in 1940 it was 607,000,000 tons, and in 1945 it was 618,000,000 tons.

That simply indicates the vast increase in the commerce of our country and requires that these rivers and harbors, and flood-control projects be given not only attention but that they be improved in many instances to accommodate the deep-draft vessels built during the war. It is vital and necessary that some harbors and channels be deepened, widened, and extended in order to accommodate those ships of a new era in the Nation's history.

Mr. COLMER. Mr. Chairman, will the gentleman yield?

Mr. DONDERO. I yield to the gentleman from Mississippi.

Mr. COLMER. I just wanted to commend the distinguished chairman of the committee upon the statement that he just made, because while we realize that it may not be the appropriate time for great public-works programs in the development of rivers and harbors and flood control, and so on, at the same time those existing projects, where they do not have sufficient water in depth and width in the channel for these vessels to navigate, that it is absolutely essential and necessary that these improvements be made.

Mr. DONDERO. The gentleman is entirely correct.

The CHAIRMAN. The time of the gentleman from Michigan has expired.

Mr. LARCADE. Mr. Chairman, it is most unusual for a flood-control bill to be considered with our colleague the gen-

tleman from Mississippi [Mr. WHITTINGTON] not being present to make a presentation on the part of the Democratic side; however, due to unusual circumstances, our colleague is absent with good reason. He is in Mississippi where he is addressing the graduating class of his college, where he likewise graduated 50 years ago, and while he is not present here today, his hand and guidance will be disclosed in the record of the hearings on the bill which we are now considering.

The gentleman from Mississippi [Mr. WHITTINGTON] has delegated the gentleman from Tennessee [Mr. DAVIS] to place in the RECORD a statement in connection with H. R. 6419, and this will be done.

Mr. Chairman, as one of the members of the Public Works Committee, I desire to commend the chairman of our committee, the gentleman from Michigan [Mr. DONDERO], and the chairman of the Subcommittee on Rivers and Harbors the gentleman from Oregon [Mr. ANGELL], also the chairman of the Subcommittee on Flood Control, the gentleman from Indiana [Mr. WILSON], on the result of their labors on this bill and in the committee. Leadership entails responsibilities, and they have discharged their obligations.

Mr. Chairman, as one who represents a district and State susceptible to perennial floods, I have been greatly interested in flood control and rivers and harbors legislation since I have been a Member of the Congress. Before the Reorganization Act of 1946, I had been successful in obtaining membership on both the Rivers and Harbors and Flood Control Committees of the House, and when these committees were absorbed by the Public Works Committee, I was again successful in keeping my place on that committee to give such service as was possible by virtue of my membership on that committee to my district, State, and Nation.

The other provision carried in the bill and which is also covered in the committee report is in respect to making authorization for funds for emergency situations which will not necessitate a special authorization each time that there occurs a flash flood or other flood which requires funds in the hands of the Corps of Engineers for immediate relief. These situations must be met, and if funds are not available for immediate relief, delays entailed in setting the legislative machinery in motion to act, cause undue hardship and in the end are more costly than by having funds available for such purposes.

In this connection, I wish to express my appreciation to the officers of the Corps of Engineers for their interest, cooperation, and work in their appearances before our committee, as well as for the manner in which they perform their tasks when called upon, and I have just learned with regret that one of the outstanding men who has been serving as Chief of the Corps of Engineers, General Wheeler, has reached the statutory age where it is necessary for him to retire.

Mr. Chairman, this distinguished Chief of Engineers, General Wheeler, has served his country in peace with the same distinction and honor which he

served his country in war, and I know that all of our members of the committee and all of our colleagues who have come in contact with General Wheeler join me in expressing their regrets in his retirement, and wish for him continued success and happiness in the days to come.

While it is true that in the particular bill under consideration there are no authorizations for Louisiana, I desire to say that the Congress has been considerate of the problems which confront us and has given approval to legislation and appropriations to help protect Louisiana from the ravages of floods which have cost us so much in destruction of property and loss of lives, and while there is yet much more to be done to protect us before we can feel safe from the recurring floods, we are sympathetic to the problems of all of the other States and desire to assist in any way possible to give them the same consideration and protection which we ask.

Mr. Chairman, it is not necessary for me to call to the attention of the House the fact that the waters from 32 States must pass through Louisiana and find their way to the Gulf and while other States have similar problems from time to time, I do not believe that many of the other States have the same constant threat and are visited with disaster as often as has our State, but I repeat that flood control is a national problem and wherever and whenever any protection or relief is needed by any part of the Nation, it is our duty to give protection and relief to that section of the country, and the only manner in which to accomplish this, in my opinion, is to make annual substantial appropriations for all parts of the country which need protection and relief.

Having been one of those who has consistently voted against giving the resources of this country to foreign nations, I can well argue that it is our obligation to use these resources for the protection of our own people and our own country.

Our distinguished chairman has called our attention to the very small amount of appropriations which will be involved in the authorizations under the bill under consideration, and while it is commendable to be economical, I feel that we could well afford to make authorizations and appropriations for flood-control and rivers-and-harbors projects to protect the property and lives of our own country and people rather than be more solicitous about the welfare of other foreign countries.

Mr. Chairman, there are two points in the report of the committee which strike me as being of special importance in connection with this bill. The first is in respect to the attention given to the deepening of the channels of our rivers and ports to accommodate the new modern, large tankers and ships of our merchant marine. The committee recognizes these are facts which confront us due to the increased size and draft of ships now in use, and is a problem which must be met from an economic and practical standpoint.

Mr. DAVIS of Tennessee. Mr. Chairman, I ask unanimous consent that the gentleman from Mississippi [Mr. WHIT-

TINGTON] be permitted to extend his remarks at this point in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

Mr. WHITTINGTON. Mr. Chairman, before discussing briefly the pending bill, as the ranking member of the Committee on Public Works, I would like to make public acknowledgment in behalf of the committee to the distinguished chairman, the gentleman from Michigan [Mr. DONDERO] for his uniform courtesy, patience, and fairness in all hearings, and in the consideration of all bills that have come before the committee. The chairman has familiarized himself with all matters that have been considered by the committee. I pay not only a deserved tribute to his ability, but to his fairness in the conduct of the work of the committee.

I would also like to say that the chairman of the Subcommittee on Rivers and Harbors, the gentleman from Oregon [Mr. ANGELL] and the chairman of the Subcommittee on Flood Control the gentleman from Indiana [Mr. WILSON] conducted full hearings with opportunities to those who advocated and opposed the projects that were submitted to the Subcommittees on Rivers and Harbors and Flood Control. They, too, were courteous, fair, and considerate.

The pending bill is the first river and harbor and flood-control bill submitted to the House during the Eightieth Congress. It will be remembered that prior to the Reorganization Act authorizations for rivers and harbors were reported by the Committee on Rivers and Harbors, and authorizations for flood control by the Committee on Flood Control. The measure under consideration is for very modest authorizations. Hearings were conducted. Published hearings are available to the Members of Congress, and there is a full report with a description of the projects and analysis of the two titles to the bill.

TITLE I

Title I is known as the River and Harbor Act of 1948. It authorizes the projects enumerated at an estimated cost of \$20,887,900. It provides for the preliminary examinations and surveys described in the bill. All of the projects have been reported by the Chief of Engineers and recommended for adoption by the Congress.

TITLE II

Title II is known as the Flood Control Act of 1948. It authorizes projects few in number. The estimated cost aggregates \$22,875,000. All of the projects are covered by reports that have been published and are available to the Members of Congress. The projects are described in the report of the committee. In all of the projects, the benefits exceed the cost. The smallest authorization is for \$100,000. The largest authorization is for \$7,770,000.

The report contains an analysis of the bill.

PRELIMINARY EXAMINATIONS AND SURVEYS

In addition to authorizations for the construction of projects, the bill provides for the preliminary examinations and

surveys named in the bill by the Chief of Engineers and by the Secretary of Agriculture.

CONSTRUCTIVE PROVISIONS

A constructive authorization is contained in the bill. It authorizes the Chief of Engineers to construct small flood-control projects not specifically authorized by Congress when, in the opinion of the Chief of Engineers, such work is advisable, to the amount of \$2,000,000, provided that not more than \$100,000 be allotted to any single locality. It often happens that the public interest would be promoted and protection would be accorded by the immediate construction of small projects without the usual preliminary examinations and surveys, the usual reports to the Congress, and the usual authorizations by Congress. Economy as well as protection will result.

Again section 12 of the Flood Control Act of 1946 was amended with respect to repair, restoration, and maintenance so as to include the extending or other modification of the flood-control works.

There is a third outstanding authorization and the amount of this authorization is not included in the aggregate of the estimated costs of the projects authorized. I refer to a permanent authorization of \$25,000,000 for emergency flood-control repairs.

Heretofore, in 1943, 1944, 1945, and 1947, Congress has authorized the appropriation for each of the said years of from \$10,000,000 to \$15,000,000 for emergency repairs. All of the amounts authorized for those years have been appropriated. The pending bill is the first to carry a permanent authorization limited to no one year, but it will be available for floods without regard to the year until the whole amount has been authorized and expended. The authorization will relieve and eliminate the necessity for an annual authorization such as has obtained from 1943 to 1947, inclusive, for emergency repairs. I regard this as a most constructive provision.

AUTHORIZATIONS

For general flood control there remain balances of authorizations previously made of \$1,441,308,600; for rivers and harbors, \$1,615,691,000; for the lower Mississippi River, \$479,764,634; or there remains authorized a total of \$3,556,764,234 for rivers and harbors and flood control in the United States. There should always be an adequate backlog of flood-control improvements. I believe that there should be an annual authorization. Rivers are being examined. Flood control is important on many streams on which report has not been previously submitted. Authorization should be made so that all river basins may have comparable treatment.

The pending bill, as I stated, is for very modest authorizations. The committee plans, during the next Congress, to report a general authorization bill. Heretofore projects have been approved and authorizations made for the partial accomplishment of the works. Heretofore the authorizations for the river basins have been increased in each succeeding Flood Control Act. This policy should continue. There should be addi-

tional authorizations for the construction of works along all the principal rivers between the Lakes and the Gulf, and from the Atlantic to the Pacific, including the Connecticut River Basin, the upper Mississippi River Basin, the Ohio River Basin, the Missouri River Basin, the lower Mississippi River Basin, the Arkansas River Basin, the White River Basin, the Los Angeles-San Gabriel River Basin, the Sacramento River Basin, the San Joaquin River Basin, the Kaweah and Tule River Basins, and the Willamette River Basin. While the remaining authorizations are apparently large, it will be kept in mind that the annual damages from floods are much larger.

The program of adequate authorizations heretofore adopted by Congress should be continued. In periods of unemployment public works, including flood control and river and harbor improvements, should be stepped up. There should be an adequate backlog of such improvements. It is for the Congress to determine the amount of the annual appropriations. It is for Congress to determine whether construction should be increased or whether it should be decreased. Many problems are involved. The stabilization of wages, the ability to obtain materials as well as the stabilization of prices are to be considered. I favor the passage of the pending bill, but I advocate the passage of a comprehensive bill during the next Congress to provide for additional authorizations as projects may be submitted to the Congress, and for additional authorizations for projects in all of the great river basins heretofore approved by the Congress.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield myself such time as I may require.

Mr. Chairman, it is unnecessary for me to add anything to the remarks made by the distinguished chairman of this committee, the gentleman from Michigan [Mr. DONDERO]. I do want to say on the part of all of us on this side of the committee, however; that we have been delighted with the fairness exhibited by our chairman. Not only is he fair but he is able. He is very conscientious. All of us have worked with him in a very fine spirit of agreement. We have approached all of these matters with thoroughness. As he stated to you, all of these projects have been considered by the Army engineers and have been considered adequately by the subcommittee. The gentleman from Oregon [Mr. ANGELL] and the gentleman from Indiana [Mr. WILSON], the chairmen of the two respective subcommittees, have held all the meetings necessary. They have accorded every witness who wished to be present and to be heard every opportunity to appear. So this bill comes to you with a unanimous report.

We recognize that a great many projects should be authorized, and we expect that the next Congress, under the direction of this committee, will consider all of the necessary projects and will return to this House for consideration those found most necessary. This bill contains the very minimum of authorized projects. All of these projects

have been carefully examined and, as I have said, the bill comes to you with a unanimous report.

Mr. BROOKS. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Louisiana.

Mr. BROOKS. I commend the gentleman on his fine statement. I have heard the utility of flood-control and rivers-and-harbors projects debated and to some extent questioned in recent days. I am very happy to know that this bill comes out of the committee with a unanimous report. I think it is most timely. I think any time, whether it be in prosperous times or bad times, is a proper time to use our energies and our abilities for the development of our country and especially for the development of the water resources of our country.

Mr. DAVIS of Tennessee. I thank the gentleman.

May I add that in the light of recent sad experiences in the far West we feel that the time is rapidly approaching when we must with vision and certainly with good business sense approach these serious questions in the control of the waters of this country. We must not have destruction in the years to come. We must see that the dollars spent shall be used constructively.

Mr. Chairman, the ranking Member on this side of the aisle, the gentleman from Mississippi [Mr. WHITTINGTON], who for so many years performed such distinguished service as chairman of this full committee, is in the State of Mississippi today delivering an address to the graduating class of Mississippi College. Fifty years ago the gentleman from Mississippi got his degree from this college. He has not missed a single session or any of the subcommittees or the full committee, and we feel that this is one time we can properly excuse him from attendance on the presentation of a bill.

Mr. MCGREGOR. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to the gentleman from Ohio.

Mr. MCGREGOR. I certainly want to express my appreciation, and I think I speak for the members of the majority on the Committee on Public Works, of the splendid cooperation the ranking member of the committee, the gentleman from Mississippi [Mr. WHITTINGTON] and the distinguished gentleman who is handling this bill from the minority viewpoint today, the gentleman from Tennessee [Mr. DAVIS] have given us in the preparation of this legislation. I am sure it is appreciated by all.

Mr. DAVIS of Tennessee. I thank the gentleman.

Mr. DONDERO. Mr. Chairman, will the gentleman yield?

Mr. DAVIS of Tennessee. I yield to my distinguished chairman.

Mr. DONDERO. I concur in everything the gentleman from Tennessee has said regarding the gentleman from Mississippi [Mr. WHITTINGTON] and the gentleman from Tennessee. No man could be more cooperative or helpful in the work of the Committee on Public Works, especially that having to do with rivers and harbors and flood control, than the gentleman from Mississippi, a very dili-

gent and able man. We consider him of the greatest value on this committee.

Mr. DAVIS of Tennessee. I thank my chairman. We do feel extremely confident by virtue of having the gentleman from Michigan [Mr. DONDERO] and the gentleman from Mississippi [Mr. WHITTINGTON] in the respective places they now fill on this important committee.

The CHAIRMAN. The time of the gentleman has expired.

Mr. DAVIS of Tennessee. Mr. Chairman, I ask unanimous consent that my colleague the gentleman from Tennessee [Mr. COOPER] may extend his remarks at this point in the RECORD.

The CHAIRMAN. Without objection, it is so ordered.

There was no objection.

Mr. COOPER. Mr. Chairman, I desire to express my very deep appreciation to the members of the subcommittee on Flood Control of the Committee on Public Works of the House of Representatives and the members of the full Committee on Public Works for their very kind consideration and the courtesies extended to me when I appeared before the subcommittee on April 14, 1948 in support of the report of the Chief of Engineers on the Mississippi River below Cape Girardeau with respect to West Tennessee tributaries. I am also grateful to the committee for the action in including this project in the pending bill. As I stated to the committee, this project is of vital importance to the people of west Tennessee and especially those of the District which I have the honor to represent.

It was at my request that the Committee on Flood Control of the House of Representatives, by resolution adopted April 26, 1944, almost exactly 4 years ago, very kindly requested the Chief of Engineers to review House Document No. 188, Seventy-second Congress, 1st session, and other reports, with a view to determining whether improvements for flood control and drainage are advisable at this time on several streams and their tributaries in western Tennessee. This resolution is as follows:

Resolved by the Committee on Flood Control, House of Representatives, That the Chief of Engineers of the United States Army is hereby requested to review those portions of House Document No. 188, Seventy-second Congress, 1st session, covering lands in Dyer County, Tenn., and in Lauderdale County, Tenn., subject to overflow from the Mississippi River, and reports on the Obion and Forked Deer Rivers and tributaries, Tennessee, covering Dyer, Lauderdale, Lake, Obion, Gibson, and Crockett counties, with a view to determining whether improvements for flood control and drainage are advisable in said counties:

I might also add that Weakley and other counties of this area were also included for this investigation.

In order to comply with these resolutions the Chief of Engineers requested the Mississippi River Commission to make a report to him, which report has been made, and after full consideration of said report, the Chief of Engineers concurred with the Mississippi River Commission and has recommended that the existing project for flood control and improvement of the lower Mississippi

River adopted by the act of May 15, 1928, as amended, be modified to provide for the improvement recommended by the Mississippi River Commission at an estimated additional cost of \$7,700,000 for construction, subject to the usual conditions with respect to cooperation by the local interests.

As above stated, it was my privilege to appear before the committee in support of the project covered in the report of the Chief of Engineers which had been approved by the Bureau of the Budget and I desire to briefly invite attention of the House to some of the points that I think should be considered in support of this project.

There is an overflow area, above the Mississippi River backwater area, along the Obion River and its principal tributaries, which comprises about 310,000 acres. Frequent overflows have caused abandonment of large areas of cropland and retarded development of woodland. Inadequate drainage, due to insufficient outlets, hampers cultivation and reduces yields within the limit of maximum overflow. Local interests, through organized drainage districts, have constructed ditches at a cost of many millions of dollars in an effort to provide drainage for this area, but the rivers covered in this project have become so filled up and their channels so congested that sufficient outlet is not provided to afford the proper drainage of the area. These local interests appeared at public hearings held by the district engineer at my home town of Dyersburg, Tenn., as well as several other places, and expressed their desire for improved drainage outlets and relief from overflow by channel improvement of the Obion and Forked Deer Rivers and their tributaries. They gave assurances of their willingness to cooperate by furnishing rights-of-way and the usual cooperation provided by local interests.

The district engineer made a very thorough investigation and has presented his report and recommends a plan contemplating channel improvements as required to insure adequate outlets on the Obion and Forked Deer Rivers and their principal tributaries. The Mississippi River commission recommends that the existing project for the lower Mississippi River be modified to provide for improvements on the Obion and Forked Deer Rivers and their principal tributaries, substantially in accordance with the plan outlined in paragraph 27 of the district engineer's report.

It should be noted that the district engineer advises that the greatest problem in the Obion and Forked Deer River systems principally concerns the ineffective drainage of farm lands. He expresses his opinion that channel improvements consisting of clean-out, enlargement and realinement, as required of the Obion and Forked Deer Rivers and their principal tributaries, will, by reducing the extent of overflows during the crop season and by materially reducing the duration of overflow periods, provide effective drainage for 118,000 acres of cropland and present the opportunity for development of 60,000 acres of woodland for agricultural use. The engineers find that the project is eco-

nomically feasible and recommend its approval.

It should be borne in mind that the channel improvements covered in this project are designed with capacities sufficiently large to eliminate overflow during the crop season on a considerable part of the area and provide drainage outlets which are now lacking. Flood run-off will be so accelerated that the duration of the overflow periods will be materially reduced. The overflow area along the main stems of the Obion and Forked Deer Rivers, above the general effect of Mississippi River backwaters, and along their principal tributaries, comprise about 310,000 acres. In addition, there are approximately 145,000 acres in the flood plains of the minor tributaries.

As the situation now exists the channels of these rivers and many of the drainage ditches are intermittently filled to a considerable depth and, in many instances, are blocked for a distance of several miles with sand, silt, stumps, and drifts, and these conditions have resulted from inadequate outlets, insufficient capacity, and improper maintenance of these streams.

The improvements embraced in this project are vitally needed in the interest of agriculture, as well as the improvement of health conditions in the area, and I very strongly urge that the project be retained and authorized in the pending bill.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may require to the gentleman from Montana [Mr. MANSFIELD].

Mr. MANSFIELD. Mr. Chairman, I ask unanimous consent to speak out of order for 2 minutes.

The CHAIRMAN. Is there objection to the request of the gentleman from Montana?

There was no objection.

PASS THE RUSSELL BILL

Mr. MANSFIELD. Mr. Chairman, with the adjournment of Congress set for June 19, I want to call to the attention of Congress to the plight of the small mine owners throughout the State of Montana and the Rocky Mountain region as well. All year I have been doing what I could to get some action on the Russell bill. While we fidget around and talk about doing something for these small mining people they are losing their investments and many of their mines have been ruined to such an extent that they will find it impossible to open them up again.

Mr. HALLECK. Mr. Chairman, will the gentleman yield?

Mr. MANSFIELD. I yield.

Mr. HALLECK. The gentleman will recall that in the last Congress we passed a bill to take care of these small mine operators and the President vetoed it. The President is a member of the gentleman's party. Can the gentleman give us any assurance that if we passed another bill and sent it to the President, it would not be vetoed?

Mr. MANSFIELD. I am delighted that the majority leader has brought up that question. I would appreciate it if he

would pay a little attention to what I am going to say in the course of my remarks.

I am pleading with the Republican leadership of this House to bring the Russell bill to the floor so we may have an opportunity to debate and pass it. If we are going to get any new production in this country, we are going to have to depend on the small miners of the United States to bring it about.

It is extremely unfortunate that the President vetoed the Allen bill which passed in the first session of the Eightieth Congress. I am very hopeful, if we pass the Russell bill, the President will have recognized his error and will sign this new measure in behalf of the small miners of Montana and the Nation. I urge that the Russell bill be reported out immediately so that necessary assistance to the marginal and the little miners of our country can be forthcoming and so that these small operators can wherever possible once again put their mines in operation and contribute to the great needs of our strategic minerals so necessary in our country.

I should like to call to the attention of the Congress the pressing necessity of this particular legislation in view of the statement made by Secretary of Interior Krug before the Subcommittee on Appropriations considering the Interior Appropriation bill on April 29, 1948, when Secretary Krug was asked about the stock-pile situation. He answered as follows:

Frankly, I will let the committee know that military strategic stock piles don't exist. We have a few items that are not important, but on the extremely important critical materials we have virtually nothing in the stock pile.

In commercial use we have pinched in practically every way, and we will be even more pinched with the increase in productivity activity that must come to meet this heavy production program for foreign aid and the defense program.

Mr. Chairman, I submit that this statement by Secretary of Interior is more than ample to show the need for the passage of the Russell bill at the earliest opportunity, and certainly it is shocking to find from so authoritative an official that our mineral supply is in such a sadly neglected condition.

(Mr. MANSFIELD asked and was given permission to revise and extend his remarks.)

Mr. DONDERO. Mr. Chairman, I yield 5 minutes to the gentleman from Oregon [Mr. ANGELL] chairman of the Subcommittee on Rivers and Harbors.

(Mr. ANGELL asked and was given permission to revise and extend his remarks.)

Mr. ANGELL. Mr. Chairman, the Subcommittee on Rivers and Harbors of the Committee on Public Works has spent many months in the consideration of projects which are included in this bill. As our chairman has explained, it is an omnibus bill covering projects both in rivers and harbors and in flood-control work. It has long been the practice in the House that in connection with rivers and harbors, all of the bills be included in one so-called omnibus bill so that we may with expedition bring to the attention of the House the projects which are before the committee, without con-

suming too much of your time. That practice has been followed this time. Also, we have included in the same bill projects under flood control, which likewise are usually considered, under the old procedure, as one bill from that committee.

As the chairman has explained to you, under my section of the bill, rivers and harbors, there are 32 projects. They are not large in size, as has been usually considered. The total amount for rivers and harbors is \$20,887,900, which in fact is a very, very small bill, when we consider that this covers the entire United States.

I have seen some comments in the newspapers, and perhaps some of our Members have seen them, that this is a pork-barrel bill, where we all get together, everybody with a pet project and include all the projects in one bill, and thereby the bill passes. Now, that is not the case in this bill. Neither has it been the practice of the Rivers and Harbors Committee. I have served on that committee during my entire tenure in the Congress, some 10 years, and I am quite sure there is no committee that gives more careful consideration to the projects that come before it than does this committee. In fact, every single project here must first be initiated by the committee. We ask the Corps of Engineers to take up the matter. They do not initiate them. They do not go out and determine, willy-nilly, what projects are to be taken up. They are requested to make a preliminary survey, and then later they are authorized to make an actual examination and a complete detailed survey by authority of the Congress. That is presented back to the committee. Then, the committee very carefully goes over that particular project and gives notice of a public hearing. Of course, the committee has the experience of the Corps of Army Engineers, which is a most efficient body. Then we call witnesses, pro and con, anyone who is interested in the project, and those on the ground in the vicinity of the project who are interested or who may be adverse to the project. In the first instance, when the Army engineers take up a project, they hold hearings out in the community where the project is, and they give anyone who is interested an opportunity to appear. So these projects that appear in this particular bill, to which I have called attention, have had this careful consideration throughout.

As my chairman has said, they have been fully approved by the committee. They were first approved by the Army engineers. Now we bring them to you for your consideration.

I think it might be said that if this great country of ours is going to continue to prosper and be in the first rank of the great nations of the world in production; as we were during the last war, we must give careful consideration to the development of our own natural resources and our own internal economy. It seems to me it is penny-wise and pound-foolish to expend billions of dollars of money here, there, and everywhere around the world, and at the same time allow the economy of our own country to break

down, and not take care of our own natural resources. We must utilize to the full our own natural resources, and preserve them.

Included among them are, of course, our rivers and harbors and our great water transportation systems in this country.

The CHAIRMAN. The time of the gentleman from Oregon has expired.

Mr. DONDERO. Mr. Chairman, I yield the gentleman two additional minutes.

Mr. ANGELL. I want to call to your attention, before I sit down, a great tragedy that has overtaken us in the West, in the great Columbia River Basin, which is vitally interested in river and harbor projects and especially at this time in flood control.

As I called to your attention earlier in the week, the Columbia River is the second largest in the United States. It is a great harbinger of peace. It is a great work horse. In ordinary times that great river is working day and night. The greatest potential hydroelectric power any place in the world is locked up in that river. We have utilized only about 1,500,000 kilowatts, when there are available 20,000,000, the balance being wasted. As years pass, 50 or 100 years, we are confronted with a great emergency, a great tragedy such as we are passing through today when the old river has gone mad and on the rampage. Over 100,000 people are now in distress by reason of this devastating flood. In my own district over 5,000 homes have been destroyed and completely blotted out, and the victims are without any place to lay their heads. Furthermore, families have been separated and there are literally dozens of children whose parents are unaccounted for at this time by reason of the great flood in my area. It is too early to know the death toll. It is heavy.

We now have news that the waters are again increasing in the upper stretches of the river and we may have even more serious trouble ahead.

These great internal improvements of our rivers, flood control, the development of rivers for transportation, the multiple-purpose dams are the works which help us to control these great streams, these great waterways when these unusual conditions arise and provide some security against flood damage. For that reason I think this country certainly should give more attention to providing a long-range development program not only for the full utilization of these great waterways and our great harbors and ports but also to restrain these great streams when they do get on the rampage and cause so much trouble and damage. Probably more than a hundred million dollars' worth of property has been wiped out and many lives lost in the 2 or 3 days in my area by this catastrophe.

Mr. Chairman, as chairman of the Subcommittee on Rivers and Harbors of the House Public Works Committee, I presided at the many hearings held by the subcommittee in the consideration of rivers and harbors projects during the Eightieth Congress. As you will recall, no rivers and harbors bill was presented

member of the Committee on Public Works, I commend the care and thoroughness with which this committee has studied, scrutinized, and screened every project which has gone into this bill.

I want to call attention of the House in particular to one project in this bill which is of an extremely emergent character—the project at Westport, Grays Harbor, Wash.

The coast line of the State of Washington is broken by four harbors. At our southern boundary is the Columbia River and on our northern boundary is Puget Sound. Along the coast line, almost midway between these two great bodies of water, are the ports of Willapa Harbor and Grays Harbor.

Grays Harbor is a great port. In the twenties as many as 900 big cargo ships cleared that port annually, and now the number is 300 to 400 annually, but the ships are larger, being mostly of the Liberty and Victory classes.

The Federal Government has thought well enough of the importance of this port to invest more than \$11,000,000 in building great jetties at the entrance to Grays Harbor.

Lately storms have smashed through one of these jetties and set into action powerful ocean currents which now threaten a long spit of land known as Point Chehalis that projects into the harbor and behind which is a large fishing boat haven.

This haven shelters several hundred boats. A publicly owned wharf projects into it. On this wharf are canneries where tuna, salmon, and crab are packed. There are fish buying stations on and near this wharf. There are oil and water service installations for the fish boats and canneries. There are icing facilities.

Also on the shore of this cove there is a large and costly Coast Guard station.

All of these canneries, this Coast Guard station, and all of the installations to service the canneries and fishing boats are in danger of being washed away and destroyed unless Point Chehalis is protected. The United States engineers say the protection of Point Chehalis is urgently needed, is an emergency.

It is essential that something be done just as soon as possible for no one can tell when the sea, unless protection is provided, may wipe out and destroy Federal, county, and private property that it will require many hundreds of dollars to restore.

I am hopeful, once this authorization bill is passed by House and Senate and signed by the President, that the Appropriations Committee will move promptly to make available sufficient money to make such installations as will protect Point Chehalis and the installations it protects, safe from destruction.

If \$1,000,000 were to be provided by this Congress so that work could start soon, leaving appropriation of the remainder of the fund authorized until next year many hundreds of thousands of dollars of installations may be saved.

The longer we delay in starting this work the more damage the sea will do to Point Chehalis and the more costly the repairs that will have to be made will be.

Mr. DONDERO. Mr. Chairman, I yield 5 minutes to the gentleman from Cali-

fornia [Mr. McDONOUGH], a member of the committee.

Mr. McDONOUGH. Mr. Chairman, as a member of the Subcommittee on Flood Control of the Committee on Public Works I want to say that if all of the future flood control projects that come before the Congress are as worthy as those contained in this bill as to public benefits, comparative cost, as to immediate necessity to relieve the situation in the various sections of the country where these projects will be built, and as to the thoroughness in which the committee has looked at them from the point of economy, there will be very little difficulty in future projects passing the Congress. I am and always have been vitally interested in flood control for the reason that it is of vital necessity in the area that I come from in southern California, Los Angeles County.

I want to take this opportunity to say that without the benefits that we have received, insofar as flood control is concerned in southern California, millions and millions of dollars worth of assessed valuation would be off the rolls today and thousands and thousands of beneficial acres that have been used for agriculture and the development of homes would not be now available for the thousands and thousands of people from all sections of the United States who are coming to southern California to live. The Federal Government has recognized that flood control in southern California is not only a local problem for the protection of life, limb, and property, but it is a national problem because of the thousands of people that have crowded into that area over the years.

There is a section in this bill that has not been mentioned that I would like to call to the attention of the members of the committee, and that is section 208, which is an amendment to previous Flood Control Acts, in the immediate emergency section of previous legislation. There is in this bill an authorization for the sum of \$25,000,000 that may be directed to be spent under the direction of the Secretary of National Defense through the Chief of Army Engineers for any flood disaster emergency that may arise without further authorization of the Congress.

We have an emergency today that will run into a tremendous loss of life and property along the Columbia River. The gentleman from Oregon [Mr. ANGELL] has referred to this emergency. This legislation will immediately meet the requirements in that connection. It will not only meet the requirements for the replacement of the works that have been washed out by the flood but it will fortify and further improve the works that were washed out, so that under normal circumstances there would not be a recurrence of this disaster. I think that is a very important and wise section of this bill, because we have had similar instances in the Middle West and the Southern States where emergency legislation was necessary to provide for these disaster conditions.

May I refer to another project that is not in this bill but that is of vital interest to southern California. It is in the Army civil functions appropriation bill that is

now in conference. It has to do with flood control. It is the Whittier Narrows project, in Los Angeles County, and that was put into the Army civil functions appropriation bill by the Senate, and will come back to the House for approval. It is a vitally important project which will affect the lives of some 500,000 people in the immediate area of Long Beach and north of Long Beach. It has to do with the future construction of vital flood-control works in San Gabriel Valley. I trust that when that item comes back to the House it will receive favorable consideration because of its importance to southern California.

Mr. BRADLEY. Mr. Chairman, will the gentleman yield?

Mr. McDONOUGH. I yield to the gentleman from California.

Mr. BRADLEY. I concur in the gentleman's statement as to the great need for the Whittier Narrows Dam. Like the gentleman, I hope the committee will permit that item to become law.

Mr. McDONOUGH. Further, the amount of \$1,000,000 for Whittier Narrows should not be startling, because the returns in dollars and cents expressed in assessed valuation and in the national assets of the country will be in the ratio of almost 15 to 1 in that area, if this project receives approval of the Congress.

(Mr. McDONOUGH asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Arkansas [Mr. TRIMBLE].

(Mr. TRIMBLE asked and was given permission to revise and extend his remarks.)

Mr. TRIMBLE. Mr. Chairman, I rise to support H. R. 6419. Every item in this bill is an important item. It is the omnibus bill which our Committee presents to the Congress from time to time authorizing various projects throughout the country. This bill takes into account the United States as a whole and outlines the flood control, river and harbor development on a national scope. It does not set any particular section of the country apart for special consideration. This is wholesome and democratic.

We are in difficult days, not only in an international sense but in a domestic sense as well. In order to meet our responsibilities in each of these fields, we have appropriated billions of dollars for defense centering largely upon aiding the democratic nations of the earth to become strong enough to help themselves; and upon expanding our own Army, Navy, and Air Force. If I should criticize the bill at all today, it would be because only minor projects are included, when a program commensurate with our needs in this strained period of our national history would better suffice. A majority of the people, I believe, agree with the Congress in its attitude on international affairs and on its determination to strengthen our Armed Services. While these programs are of paramount importance, they will fail without a strong economy at home to support them.

Every flood control and hydroelectric project possible should be constructed. Wisdom on our part, as a matter of national economy and of national defense, makes such action mandatory, if we are to meet the challenges which are ahead of us.

Through a misjudgment of the demand, industry in the past thought that enough electric power was available to meet every need in the country for years to come. We know now that there is a great shortage of electric energy in every section of the country. The public-utility companies, who up until a short time ago fought the building of hydroelectric dams with all the strength they possessed, realize their error. They not only favor the dams at this time but are demanding that they be built at once to relieve the present power shortage. With our oil reserves dwindling and our coal reserves being heavily drawn upon, it verges upon a criminal act, in my opinion, for the Congress to permit a single drop of water to flow unharnessed down any of our streams. The water should be controlled and used to generate the power which will turn the wheels of industry in order to save our oil and coal reserves and to meet future demands of a growing economy. Next year, I hope the Congress will authorize the construction of every available project which can develop electric energy no matter in what part of the country the project may be located.

I represent a section which is interested in the development of the White River Basin and the Arkansas River Basin. We had hoped that H. R. 6419 would carry a provision to remove the ceiling from the Arkansas River and its tributaries thus enabling the Corps of Engineers in conjunction with the Appropriations Committee to go ahead with the development of this project. This is a river-and-harbor project and I understand is one of the two river-and-harbor projects in the country where a ceiling upon possible appropriations has been placed. It is my sincere hope that in our bill next year we will be able to lift that ceiling to provide for the completion of the project. It is so vital to the development of the Southwest.

Our immediate opportunities for progress in the country as a whole depend upon our efforts to tie these great flood control and hydroelectric projects in with the national soil-conservation program as well as with the rural-electrification program. Soil conservation is our basic problem in America and any flood-control program which does not look to soil conservation also lacks balance.

Legislation is now pending in Congress looking toward a general farm program including soil conservation. The people are divided upon this legislation but I am sure that a workable plan can be evolved which will command the united support of the farmers in this vital field of agriculture. This is no time for division among us. In order for agriculture to keep its rightful place in a well-balanced economy along with industry and labor it behooves us to keep our house in order.

Since the first immigrants landed on the shores of this country, we have exploited our soil and our other natural resources. Heretofore, when soil became so depleted that it would not sustain the family, there was always a new frontier, and the pioneers lifted their families and moved westward across the mountains. These are the people who settled our own section. They came from Tennessee, Kentucky, Georgia, and Alabama. They were the salt of the earth. And so it continued until their posterity had moved westward to the Pacific. Now we must pioneer in a new direction, and we have learned that it is necessary to conserve what fertility is yet left in the soil and to reestablish that which we have taken away. I have constantly supported all the measures in the Congress, including the appropriation for soil conservation, which I thought would help the farmer keep and improve his heritage.

In this connection, I might add that only in recent years has anything approaching security on the farm been developed. Workers in civil-service status have for years been contributing to a retirement fund against that day when they will be retired on account of age, physical disability, or completion of service tenure. The same situation obtains in most of our other industries where the laborer contributes to benefits of unemployment compensation under social security to take care of himself and his family in case of physical disability, lay-off, or retirement. Various enterprises are protected by law in their income. For instance, the utility companies, where rates are so fixed that they have a guaranteed 6-percent income above all expenses, including taxes, salaries, rebates, advertising funds, and public-relations funds. The same situation practically obtains in the insurance field, where the rates are fixed to insure proper protection to the policyholders and at the same time guarantee a profit to the company. But the farmer has no such security. He must fight and scratch for his. All too often he sells in a free competitive market and must buy his machinery, his fertilizer, and his electricity in a protected market.

Rural electrification is really a god-send to the farm home. For years, our rural people hoped and clamored for electricity. It never came—until the Rural Electrification Administration was established and money was lent to the farmers to establish their own organization and bring this much-needed commodity to their farms. When electricity came to the farm home, washing machines, refrigerators, stoves, and lights came with it. The farm home became more attractive to our young people, and as a result more of them are staying on the farm to make it their calling. I have supported this program with all my strength. I shall continue to support it, and I shall resist any movement to hamstring it.

Flood-control and hydroelectric projects in our district are a definite reality. Already Norfork Dam is completed. Work is moving ahead at Bull Shoals.

In the not-too-distant future, Gilbert Dam, the Lone Rock Dam, the Table Rock Dam, the Beaver Dam, and the Archey Fork Dam will all be built. They will do three things to our district. First, they will control floods; second, they will develop much needed hydroelectric power, without which small industry will not come to our section; and, third, they will make our district one of the garden spots of the United States from a recreational standpoint. I shall continue to support these projects.

I have voted in the past to tie all these dams together. I shall continue to vote the same way. The dams which are being built across our streams belong to all the people; the water which turns the turbines to generate the electricity from these dams belongs to all the people; the electrical energy generated by these turbines belongs to all the people. Therefore, it is my firm conviction that the people should retain control of the power generated at all these dams. To do so not only protects a vast system of rural electrification cooperatives throughout the country from possible discrimination by the utility companies who might wish to do so. By tying the dams together, according to competent engineers, the output of electric energy is increased at least 15 percent which results in a savings to the taxpayers of that amount.

There is a bill pending in the Congress to require the people to sell the power generated at these dams, at each dam separately, which if passed, will certainly put the owners of the dams at great disadvantage in bargaining power. In other words, the people will have to take whatever is offered at the dams because naturally there will be only one utility company at each dam to bid for its output.

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Louisiana [Mr. Brooks].

Mr. BROOKS. Mr. Chairman, while H. R. 6419 would not be called a major flood control and rivers and harbors bill, it is important that we continue progressively this program. Sometimes I hear complaints regarding expenditures on this type of work and recently I believe it was the United States Chamber of Commerce that called one of our appropriations bills on flood control and rivers and harbors "pork barrel" legislation. Invariably following these criticisms, the Nation reads of some disaster throughout the country, indicating the urgent need for a continuation of the program of flood control.

Every paper we pick up now is filled with news of the terrible devastation caused by the floodwaters of the Columbia River. A major flood is now in process on the Pacific coast. People are being inundated by the thousands and property ranging up to hundreds of millions of dollars is being destroyed by unmanageable torrents of water. Such a situation calls loudly for congressional aid and I think Congress is going to respond generously in helping to prevent a

recurrence of this frightful situation on the Pacific coast.

Like floods may happen in other sections of the country. The work of taming the floodwaters of the great streams of our country must go on. Water which becomes so destructive at extraordinary times must be harnessed to the good of mankind and to the use of civilization. The Army engineers can do this job with proper aid from Congress.

I compliment the Committee on Public Works for bringing in this measure at the present time. I am glad that both majority and minority parties are unanimous in their approval on this measure and that it will in all probability be disposed of as finished legislation by adjournment time of this session of Congress.

(Mr. BROOKS asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Tennessee. Mr. Chairman, I yield such time as he may desire to the gentleman from Maryland [Mr. FALLON].

Mr. FALLON. Mr. Chairman, I want to commend the gentleman from Michigan [Mr. DONDERO], our chairman, and the gentleman from Mississippi [Mr. WHITTINGTON], our ranking minority member, and all the members of the Public Works Committee, for their hard and diligent work in reporting this important bill unanimously.

I am deeply grateful to the committee for recommending for passage the participation of the Army engineers in cleaning of debris from our Baltimore Harbor. The increasing need for protection against damage from drift by the initiation and development of a regular program for its collection and removal has too long been urgently needed. In my opinion, this is warranted in view of the substantial benefits which will accrue to navigation.

Baltimore Harbor for six consecutive months of 1947 was the Nation's leading port in volume of exports, and during August, the port outranked New York in total exports and imports tonnage handled. Increases in the volume of domestic coastwise and inner-coastal traffic and other branches of waterborne trade are anticipated and it is expected that the volume of the port's total water-borne commerce in 1948 will exceed 40,000,000 tons.

Therefore, I believe that with the Federal Government taking over the supervision and removing of debris will help, not only our water commerce, but will also be a great benefit and will guarantee more safety to our pleasure craft.

(Mr. FALLON asked and was given permission to revise and extend his remarks.)

Mr. DAVIS of Tennessee. Mr. Chairman, I ask unanimous consent that the gentleman from Texas [Mr. PICKETT] be permitted to revise and extend his remarks.

The CHAIRMAN. Is there objection to the request of the gentleman from Tennessee?

There was no objection.

Mr. DONDERO. Mr. Chairman, I ask unanimous consent that all members

of the Committee on Public Works be permitted to extend their remarks at this point in the Record.

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan?

There was no objection.

UPPER ALLEGHENY RIVER IN AND AROUND
BRADFORD, PA.

Mr. RICH. Mr. Chairman, due to the fact that the Board of Engineers for Rivers and Harbors is of the opinion that the flood problem in Bradford, Pa., and vicinity, is a serious one and flood protection urgently needed, I hoped the project for flood control and improvement of the upper Allegheny River in and around Bradford would be ready for inclusion in the omnibus river and harbor and flood-control bill, H. R. 6419, which we are considering today.

The views and recommendations of the Board of Engineers for Rivers and Harbors have been approved by the Chief of Engineers, who in his letter to the Secretary of the Army, copy of which I have before me, stated that after due consideration of the Board's report, he concurred in its views and recommendations. Likewise the report was approved, in accordance with the request of the Governor of the Commonwealth of Pennsylvania. It now awaits the approval of the Bureau of the Budget where it is now on file.

Mr. DONDERO. Mr. Chairman, I yield 5 minutes to the gentleman from New York [Mr. BUCK].

Mr. BUCK. Mr. Chairman, I congratulate the distinguished and able chairman of this committee for reporting the smallest rivers and harbors bill in 25 years. Being recently cast as the Devil's advocate, however, I wish the amount were smaller than it is. I am addressing myself solely to rivers and harbors items. I am about to start a movement for truth and accuracy in committee reports. On page 3 of this report appears the following:

The committee has carefully analyzed the reports and the testimony presented to it. It finds that a number of deep-draft channels and harbors are presently inadequate to accommodate the new deeper draft tankers and dry cargo vessels. These channels were constructed to serve the now obsolete and rapidly vanishing ocean carriers with drafts up to 30 feet and speeds not exceeding 11 knots. Vessels with loaded drafts from 30 to 34 feet and speeds up to 16 knots now predominate in the trade using the channels and harbors which are recommended for improvement.

Now I want to read you the names of some of the channels and harbors recommended for improvement:

Beals Harbor, Maine; Cape Porpoise Harbor, Maine; Falmouth Harbor, Mass.; Taunton River, Mass.; Provincetown Harbor, Mass.; Point Judith Harbor of Refuge, R. I.; Westcott Cove, Conn.; Greenwich Harbor, Conn.

Mr. Chairman, I am familiar with most of those harbors. I doubt if a vessel of 34-foot draft has put into Beals Harbor, Maine, or Point Judith Harbor of Refuge in the last 50 years, if ever. Then the report goes on to say that these improvements will permit these heavy vessels of 34-foot draft to proceed at full-speed in

the channels with safety and convenience. I ask anyone familiar with harbor navigation if any heavy vessel can proceed at 16-knot speed and not create a swell which would wreck every berthed barge in the harbor.

Mr. PICKETT. Mr. Chairman, will the gentleman yield at that point?

Mr. BUCK. I yield.

Mr. PICKETT. I direct the gentleman's attention to the fact that on page 3 from which he read, there is a succeeding paragraph following the one from which he read where the distinction is made in the report, I believe, very clearly for all who want to read it. In the paragraph from which the gentleman was reading, we were talking about deep-draft vessels in harbors and channels that handle such vessels, such as the Texas City-Houston-Galveston ship channel and the Baltimore or New York channels and so forth, with which the gentleman is bound to be familiar. In the succeeding and last paragraph on page 3, we were talking about these shallow-draft harbors which the gentleman has mentioned.

Mr. BUCK. Nevertheless, the report does state that vessels with loaded drafts of 30 to 34 feet "predominate" in the harbors which are recommended for improvement. The gentleman, I am sure, will agree as to the inaccuracy of that language.

I now refer to the justifications for some of these improvements. In the justification for Falmouth Harbor, Mass., for example, the report sets forth that a conservative estimate of the increase in retail business to accrue from the improvement is 1 percent. I suggest that the author of that estimate was hard put to find any justification. Another question is of course involved. If Falmouth benefits 1 percent in its retail business by virtue of this improvement, what of the nearby city or town which suffers loss of that 1 percent. Nation-wide or even State-wide gain would not seem to result.

The CHAIRMAN. The time of the gentleman has expired.

Mr. DONDERO. Mr. Chairman, I yield 1 minute to the gentleman from Pennsylvania [Mr. McGARVEY].

Mr. McGARVEY. Mr. Chairman, I just want to express my high regard for this committee. This is the first committee of which I have been a member since I have been here. I must say to our able chairman, the gentleman from Michigan [Mr. DONDERO] and the gentleman from Michigan [Mr. ENGEL] that it has been a great education for me.

Mr. DONDERO. Mr. Chairman, I yield 1 minute to the gentleman from Nebraska [Mr. CURTIS].

Mr. CURTIS. Mr. Chairman, I asked for this time for the purpose of asking a question.

Lines 16 to 21, on page 8, provide that no project will be considered unless a report has been submitted by the Chief of Engineers to the Congress. That is the law now, is it not?

Mr. DONDERO. That is the law now.

Mr. CURTIS. I ask this question because of my concern about the Beatrice, Nebr., flood-control plant. The Presi-

dent has not transmitted the Kansas River report to Congress. As I understand it, this could not be included in this bill.

Mr. DONDERO. That is correct. In other words, the project must follow the usual procedure; consideration by the Army engineers, the Chief of Engineers, and be transmitted to Congress and then considered by the subcommittee, and then the full committee, before it comes to the floor of the House.

Mr. Chairman, I yield 2 minutes to the gentleman from Oregon [Mr. ANGELL].

Mr. ANGELL. Mr. Chairman, being chairman of the Subcommittee on Rivers and Harbors, I would like to make this brief statement with reference to the remarks made by the gentleman from New York [Mr. BUCK]. Anyone who takes the time to read our report in full will find everyone of these projects explained in detail. It shows everything which has to do with the merits of each project. Naturally, in the preliminary statement we could not give that detailed information, but it is in the report, and it will show among these projects, such as the Baltimore Harbor, one of the largest harbors in the country and in the world, and many other projects which are quite small; some in Massachusetts, some in the far West and elsewhere, which are improved largely for local interest, such as fishing; men who make their living on the water. But these small projects certainly should receive the same type of consideration as the large ones, such as New York City.

Mr. BUCK. Is there anything in this bill for the Port of New York?

Mr. ANGELL. No. There is provision for Baltimore Harbor. The same law applies to New York as applies to Baltimore Harbor. The Federal Government has been spending funds on New York Harbor for years in keeping the harbor clear from refuse dangerous navigation.

The CHAIRMAN. The time of the gentleman from Oregon has expired.

Mr. DONDERO. Mr. Chairman, I have no further requests for time.

The CHAIRMAN. The Clerk will read.

The Clerk read as follows:

TITLE I—RIVERS AND HARBORS

SEC. 101. The following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated: *Provided*, That the provision of section 1 of the River and Harbor Act approved March 2, 1945 (Public, No. 14, 79th Cong., 1st sess.), shall govern with respect to projects herein authorized; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

Beals Harbor, Maine; House Document No. 553, Eightieth Congress;

Cape Porpoise Harbor, Maine; House Document No. 555, Eightieth Congress;

Channel from Buzzards Bay to Buttermilk Bay, Mass.; House Document No. 552, Eightieth Congress;

Falmouth Harbor, Mass.; House Document No. 566, Eightieth Congress;

Provincetown Harbor, Mass.; House Document No. 600, Eightieth Congress;

Taunton River, Mass.; House Document No. 196, Eightieth Congress;

Harbor of refuge at Point Judith, R. I.; Senate Document No. 15, Eightieth Congress;

Westcott Cove, Conn.; House Document No. 379, Eightieth Congress;

Greenwich Harbor, Conn.; House Document No. 272, Eightieth Congress;

Rock Hall Harbor, Md.; House Document No. 273, Eightieth Congress;

Chester River, Md. (channel from Kent Island Narrows to Wells Cove); House Document No. 380, Eightieth Congress;

Cambridge Harbor, Md.; House Document No. 381, Eightieth Congress;

Honga River and Tar Bay, Md.; House Document No. 680, Eightieth Congress;

Bransons Cove, Lower Machodoc River, Va.; House Document No. 420, Eightieth Congress;

Deep Creek, Warwick County, Va.; House Document No. 601, Eightieth Congress;

Norfolk Harbor, Southern Branch of Elizabeth River, Va.; House Document No. 545, Eightieth Congress;

Stumpy Point Bay, N. C.; House Document No. 422, Eightieth Congress;

Inland Waterway, Beaufort to Cape Fear River, N. C., including waterway to Jacksonville, N. C.; House Document No. 421, Eightieth Congress;

St. Andrew Bay, Fla.; House Document No. 559, Eightieth Congress;

Galveston Harbor, Tex.; House Document No. 561, Eightieth Congress;

Galveston Channel, Tex.; House Document No. 561, Eightieth Congress;

Texas City Channel, Tex.; House Document No. 561, Eightieth Congress;

Houston Ship Channel, Tex.; House Document No. 561, Eightieth Congress;

Port Aransas-Corpus Christi waterway, Tex.; House Document No. 560, Eightieth Congress;

Grand Traverse Bay, Mich. (in the vicinity of Traverse City); House Document No. 546, Eightieth Congress;

Dunkirk Harbor, N. Y.; House Document No. 632, Eightieth Congress;

Halfmoon Bay, Calif.; House Document No. —, Eightieth Congress;

Noyo River and Harbor, Calif.; House Document No. 586, Eightieth Congress;

Tillamook Bay and Bar, Ore. (channel to, and boat basin at, Garibaldi); House Document No. —, Eightieth Congress;

Umpqua River, Ore. (channel to, and basin in, Winchester Bay); Senate Document No. —, Eightieth Congress;

Coos Bay, Ore. (Charleston Channel); House Document No. —, Eightieth Congress;

Coos and Millicoma Rivers, Ore.; Senate Document No. 124, Eightieth Congress;

Skipanon Channel, Ore. (at Warrenton); Senate Document No. 93, Eightieth Congress;

Smith River, Ore.; Senate Document No. 94, Eightieth Congress;

Grays Harbor and Chehalis River, Wash.; House Document No. —, Eightieth Congress.

SEC. 102. That hereafter direct allotments from appropriations for the maintenance and improvement of existing river and harbor works, or from other available appropriations, may be made by the Secretary of the Army for the collection and removal of drift in Baltimore Harbor and its tributary waters, and this work shall be carried out as a separate and distinct project.

SEC. 103. That the existing project for the Neches and Angelina Rivers, Tex., adopted in the River and Harbor Act approved March 2, 1945, is hereby modified so as to provide that the local agency which gives assurances that upon completion of the entire project it will contribute toward the first cost of the work the sum of \$5,000,000, shall be permitted to withdraw from the pool of dam B not to exceed 2,000 cubic feet of water per second for its own use.

SEC. 104. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this or some prior act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted, no supplemental or additional report or estimate shall be made unless authorized by law: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this act until the project for the proposed work shall have been adopted by law: *Provided further*, That reports of surveys on beach erosion and shore protection shall include an estimate of the public interests involved, and such plan of improvement as is found justified, together with the equitable distribution of costs in each case: *And provided further*, That this section shall not be construed to interfere with the performance of any duties vested in the Federal Power Commission under existing law:

Desoris Creek, N. Y.;
Tolchester Beach area, Maryland;
Little Magothy River, Md.;
Holdens Creek, Va.;
Hacks Creek, Northumberland County, Va.;
Back River, York County, Va., and channel connecting Back River with Front Cove.;
Bennetts Creek, York County, Va.;
Powells Bay, Accomack County, Va., at Wisharts Point, and channel connecting said bay with the "Ballast";
Fishermans Bay, Lopez Island, Wash.

SEC. 105. Title I may be cited as the "River and harbor Act of 1948."

TITLE II—FLOOD CONTROL

SEC. 201. That section 3 of the act approved June 22, 1936 (Public, No. 738, 74th Cong.), as amended by section 2 of the act approved June 28, 1938 (Public, No. 761, 75th Cong.), shall apply to all works authorized in this act except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said act of June 2, 1936, shall apply thereto, and except as otherwise provided by law: *Provided*, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire 5 years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the act of December 22, 1944 (Public, No. 534, 78th Cong., 2d sess.), shall govern with respect to projects herein authorized; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

It is hereby declared to be the policy of the Congress that the following provisions shall be observed:

No project or any modification not authorized, of a project for flood control or rivers and harbors, shall be authorized by the Congress unless a report for such project or modification has been previously submitted by the Chief of Engineers, United States Army, in conformity with existing law.

SEC. 203. That the following works of improvement for the benefit of navigation and the control of destructive flood-waters and other purposes are hereby adopted and authorized to be prosecuted under the direc-

tion of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That the necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this act with funds from appropriations heretofore or hereafter made for flood control so as to be ready for rapid inauguration of a construction program: *Provided further*, That the projects authorized herein shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements: *And provided further*, That pen stocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this act for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission:

ARKANSAS RIVER BASIN

The projects for flood protection at Carthage and Monett, Mo., in the Arkansas River Basin are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 445, Eightieth Congress, at an estimated cost of \$740,000.

The projects for local flood protection on the Arkansas River authorized by the Flood Control Act approved December 22, 1944, in accordance with House Document No. 447, Seventy-eighth Congress, are hereby modified to provide that the United States will participate in the cost of raising the approaches to the highway bridges across the Arkansas River at Morrilton and at Van Buren-Fort Smith in an amount not to exceed \$200,000.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection at South Beloit, Ill., on the Rock River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 112, Eightieth Congress, at an estimated cost of \$100,000.

The project for flood protection on the Henderson River, Ill., is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 245, Eightieth Congress, at an estimated cost of \$1,520,000.

The project for flood protection at and in the vicinity of Aitkin, Minn., on the Mississippi River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 599, Eightieth Congress, at an estimated cost of \$1,680,000.

OHIO RIVER BASIN

The local flood-protection works at and in the vicinity of Uniontown, Pa., on Redstone Creek, are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 301, Eightieth Congress, at an estimated cost of \$1,015,000.

The project for flood protection at Rosiclare, Ill., on the Ohio River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 125, Eightieth Congress, at an estimated cost of \$500,000.

GREAT LAKES BASIN

The project for flood protection at Batavia and vicinity, New York, on Tonawanda Creek is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document No. 46, Eightieth Congress, at an estimated cost of \$565,000.

The project for flood protection at Dansville and vicinity, New York, on Canaseraga Creek, a tributary of the Genesee River, is hereby authorized substantially in accord-

ance with the recommendations of the Chief of Engineers in House Document No. 206, Eightieth Congress, at an estimated cost of \$165,000.

The project for flood protection and other purposes on Red Run, a tributary of the Clinton River, Mich., is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 628, Eightieth Congress, at an estimated cost of \$1,010,000.

The project for protection of the Reno Beach-Howards Farm area and adjacent areas, Lucas County, Ohio, from floods caused by frequent windstorms and from increases in the lake level of Lake Erie, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 554, Eightieth Congress, at an estimated cost of \$330,000.

SANTA CLARA RIVER BASIN

The project for flood protection along the Santa Clara River and its tributaries, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 443, Eightieth Congress, at an estimated cost of \$4,960,000.

GILA RIVER BASIN

The project for flood protection at Tucson and vicinity, Arizona, in the Gila River Basin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 274, Eightieth Congress, at an estimated cost of \$2,390,000.

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the Lower Mississippi River, adopted by the act approved May 15, 1928, as amended by subsequent acts, is hereby modified and expanded to include the following item and the authorization for said project is increased accordingly:

The project for improvement of the Mississippi River below Cape Girardeau with respect to the West Tennessee tributaries at an estimated cost of \$7,700,000, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 627, Eightieth Congress.

SEC. 204. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its Territorial possessions, which include the following-named localities, and the Secretary of Agriculture is authorized and directed to cause preliminary examinations and surveys for run-off and water-flow retardation and soil-erosion prevention on such drainage areas, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That after the regular or formal reports made on any examination, survey, project, or work under way or proposed are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to the Congress if such review is required by the national defense or by changed physical or economic conditions: *And provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this act until the project for the proposed work shall have been adopted by law;

Rahway River and its tributaries, New Jersey;

Chowan River and its tributaries, Virginia and North Carolina;

Pantego Creek and Cucklers Creek, N. C.; Rice Creek, a tributary of St. John River, Fla.;

Streams flowing through the Brazoria-Galveston Soil Conservation District, the Trinity Bay Soil Conservation District, the Coastal Plains Soil Conservation District, and the Matagorda County Soil Conservation District, Texas, with a view to improvement in the interest of navigation, flood control, and related purposes, including channel and major drainage improvements;

Area at and in the vicinity of Texas City, Tex., with a view to providing for its protection against storms and erosions, including the protection of the instrumentalities and aids to commerce located there;

Au Gres River and tributaries, Michigan;

Area at and in the vicinity of Bellevue, Ohio, and the surrounding area of Seneca, Erie, Huron, and Sandusky Counties, with a view to the control of floods caused by excess underground and surface waters;

Harbors and rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses.

SEC. 205. That the Secretary of the Army is hereby authorized to allot from any appropriations heretofore or hereafter made for flood control, not to exceed \$2,000,000 for any one fiscal year, for the construction of small flood-control projects not specifically authorized by Congress, and not within areas intended to be protected by projects so authorized, which come within the provisions of section 1 of the Flood Control Act of June 22, 1936, when in the opinion of the Chief of Engineers such work is advisable: *Provided*, That not more than \$100,000 shall be allotted for this purpose at any single locality from the appropriations for any one fiscal year: *Provided further*, That the provisions of local cooperation specified in section 3 of the Flood Control Act of June 22, 1936, as amended, shall apply: *And provided further*, That the work shall be complete in itself and not commit the United States to any additional improvement to insure its successful operation, except as may result from the normal procedure applying to projects authorized after submission of preliminary examination and survey reports.

SEC. 206. That section 5 of the Flood Control Act of August 18, 1941, as amended by section 12 of the Flood Control Act of 1946, is hereby further amended to read as follows:

"That the Secretary of the Army is hereby authorized to allot, from any appropriations heretofore or hereafter made for flood control, not to exceed \$2,000,000 for any one fiscal year to be expended in rescue work or in the repair, restoration, or maintenance of any flood-control work threatened or destroyed by flood, including the strengthening, raising, extending, or other modification thereof as may be necessary in the discretion of the Chief of Engineers for the adequate functioning of the work for flood control."

SEC. 207. That the sum of \$25,000,000 is hereby authorized to be appropriated for carrying out improvements by the Department of the Army, and the sum of \$10,000,000 additional is authorized to be appropriated and expended in equal amounts by the Departments of the Army and Agriculture for carrying out any examination or survey provided for in this act and any other acts of Congress to be prosecuted by said Departments.

SEC. 208. That the sum of \$25,000,000 is hereby authorized to be appropriated as an emergency fund to be expended under the direction of the Secretary of the Army and the supervision of the Chief of Engineers for the repair, restoration, and strengthening of

levees and other flood-control works which have been threatened or destroyed by recent floods, or which may be threatened or destroyed by later floods, including the raising, extending, or other modification of such works as may be necessary in the discretion of the Chief of Engineers for the adequate functioning of the works for flood control: *Provided*, That the provisions of local cooperation specified in section 3 of the Flood Control Act of June 22, 1936, as amended, shall apply: *Provided further*, That pending the appropriation of said sum, the Secretary of the Army may allot from existing flood-control appropriations such sums as may be necessary for the immediate prosecution of the work authorized by this section, such appropriations to be reimbursed from said emergency fund when appropriated: *And provided further*, That funds allotted under this authority shall not be diverted from the unobligated funds from the appropriation "Flood control, general," made available in War Department Civil Functions Appropriation Acts for specific purposes.

SEC. 209. Title II may be cited as the "Flood Control Act of 1948."

Mr. DONDERO (interrupting the reading of the bill). Mr. Chairman, I ask unanimous consent that the bill be considered as read and subject to amendment.

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan?

There was no objection.

Mr. DONDERO. Mr. Chairman, I send to the Clerk's desk, on behalf of the committee, a list of clarifying amendments passed by the Committee on Public Works, and I ask that they be considered en bloc.

The CHAIRMAN. The Clerk will report the amendments.

The Clerk read as follows:

Amendments offered by Mr. DONDERO:

Page 2, line 4, after the word "projects", strike out "herein."

Page 2, line 5, after the partial word "ized", insert the words "in this title."

Page 3, line 11, after the word "Numbered", strike out "680" and insert "580."

Page 4, line 17, strike out the long dash and insert "644."

Page 4, line 21, after the word "Numbered", strike out the long dash and insert "650."

Page 4, line 24, after the word "Numbered", strike out the long dash and insert "154."

Page 5, line 2, after the word "Numbered", strike out the long dash and insert "646."

Page 5, line 10, after the word "Numbered", strike out the long dash and insert "635."

Page 6, line 9, after the word "this", insert the word "title."

Page 6, line 17, after the word "this", strike out the word "Act" and insert the word "title."

Page 7, line 1, strike out "Desoris" and insert "Dosoris."

Page 7, line 19, after the word "this", strike out the word "Act" and insert the word "title."

Page 8, line 9, after the partial word "ects", strike out the word "herein" and insert after the word "authorized" the words "in this title."

Page 9, line 6, after the word "this", strike out the word "Act" and insert the word "title."

Page 9, line 14, after the word "this", strike out the word "Act" and insert the word "title."

Page 14, line 12, after the word "this", strike out the word "Act" and insert the word "title."

Page 16, line 23, after the word "improvements", insert "under this title."

Page 17, line 3, after the word "this", strike out the word "Act" and insert the word "title."

Page 17, lines 15, 16, 17, and 18, after the word "Provided", strike out "That the provisions of local cooperation specified in section 3 of the Flood Control Act of June 22, 1936, as amended, shall apply", and insert "That local interests shall provide without cost to the United States all lands, easements, and rights-of-way necessary for the work and shall maintain and operate all the works after completion in a manner satisfactory to the Chief of Engineers."

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan [Mr. DONDERO]?

There was no objection.

The CHAIRMAN. The question is on agreeing to the committee amendments.

The committee amendments were agreed to.

Mr. DONDERO. Mr. Chairman, I ask unanimous consent that the gentleman from Indiana [Mr. WILSON] may extend his remarks at this point in the RECORD.

The CHAIRMAN. Is there objection to the request of the gentleman from Michigan?

There was no objection.

[Mr. WILSON of Indiana addressed the Committee. His remarks will appear hereafter in the Appendix.]

The CHAIRMAN. Under the rule, the Committee will now rise.

Accordingly the Committee rose; and the Speaker having resumed the chair, Mr. FULTON, Chairman of the Committee of the Whole House on the State of the Union, reported that that Committee, having had under consideration the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, pursuant to House Resolution 589, he reported the bill back to the House with amendments adopted by the Committee of the Whole.

The SPEAKER. Under the rule, the previous question is ordered.

The question is on the amendment.

The amendment was agreed to.

The bill was ordered to be engrossed and read a third time, was read the third time, and passed, and a motion to reconsider was laid on the table.

GENERAL LEAVE TO EXTEND

Mr. DONDERO. Mr. Speaker, I ask unanimous consent that all Members may have five legislative days in which to revise and extend their remarks on the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

FOREIGN AID APPROPRIATION BILL, 1949

Mr. TABER, from the Committee on Appropriations, reported the bill (H. R. 6801) making appropriations for foreign aid for the period beginning April 3, 1948, and ending June 30, 1949, and for other purposes (Rept. No. 2173), which was read a first and second time, and with the accompanying papers, referred to the Committee of the Whole House on the State of the Union and ordered to be printed.

Mr. LUCAS reserved all points of order on the bill.

EXTENSION OF REMARKS

Mr. SMITH of Wisconsin asked and was given permission to extend his remarks in the Appendix of the RECORD and include a magazine article.

Mr. COOLEY asked and was given permission to extend his remarks in the Appendix of the RECORD and include a magazine article.

Mr. HOBBS asked and was given permission to extend his remarks in the Appendix of the RECORD and include an article entitled "The Dinner-Table War" by Dorothy Thompson.

Mr. HAVENNER (at the request of Mr. BLAND) was given permission to extend his remarks in the Appendix of the RECORD and include extraneous matter.

STAR ROUTE MAIL CONTRACTS

Mr. HALLECK. Mr. Speaker, I ask unanimous consent that for the Rules Committee I may call up House Resolution 623, providing for the consideration of the bill, S. 263, to provide for the carrying of mail on star routes, and for other purposes.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

The Clerk read the resolution, as follows:

Resolved, That immediately upon the adoption of this resolution it shall be in order to move that the House resolve itself into the Committee of the Whole House on the State of the Union for consideration of the bill (S. 263) to provide for the carrying of mail on star routes, and for other purposes, and all points of order against said bill are hereby waived. That after general debate, which shall be confined to the bill and continue not to exceed 1 hour, to be equally divided and controlled by the chairman and ranking minority member of the Committee on Post Office and Civil Service, the bill shall be read for amendment under the 5-minute rule. It shall be in order to consider without the intervention of any point of order the substitute committee amendment recommended by the Committee on Post Office and Civil Service now in the bill, and such substitute for the purpose of amendment shall be considered under the 5-minute rule as an original bill. At the conclusion of the reading of the bill for amendment, the Committee shall rise and report the same to the House with such amendments as may have been adopted, and any member may demand a separate vote in the House on any of the amendments adopted in the Committee of the Whole to the bill or committee substitute. The previous question shall be considered as ordered on the bill and amendments thereto to final passage without intervening motion except one motion to recommit.

Mr. HALLECK. Mr. Speaker, I yield myself 1 minute.

The SPEAKER. The gentleman from Indiana is recognized.

Mr. HALLECK. Mr. Speaker, this bill was reported by the Committee on Post Office and Civil Service and, among other things, pertains to the carrying of mail on star routes. Members of the committee are here to discuss the provisions of the bill itself. I have no further comment concerning it. I see the gentle-

man from Illinois [Mr. SABATH] is here. I yield him 30 minutes.

Mr. SABATH. Mr. Speaker, I was not here when the bill was called up for consideration because the Rules Committee was holding hearings on very important legislation.

However, I know something about this bill. I appreciate that some Members feel it is necessary for us to change our star-route system and eliminate the awarding of contracts to low bidders. This bill proposes to give the Postmaster General the right to award contracts not to the lowest bidder but to any bidder he may prefer. I know it has been stated that these star-route carriers have not made very much money. However, I think they are being much better compensated than the post-office clerks and the letter carriers in the large cities where the cost of living has and is going up so tremendously. Still we are holding up the bill to increase the wages of the postal workers, a bill that the country demands and urges that we pass in order to do something to relieve the unfortunate situation of a group of men who beyond any doubt are the most patriotic and the hardest workingmen we have in the Government service. That bill is not being brought in here for consideration, but this bill, eliminating the protection that the Government has in letting contracts to the lowest bidders, and playing favorites, is called up for consideration. The measure plays favoritism with those who stand best with the powers that be regardless of what the increased cost may be. Personally, I tried to obtain some information on how much it will cost over present costs, but I was unable to obtain the information from those who testified before the Committee on Rules. I am under the impression that this will add an additional three to five million dollars to the cost of star-route service. I do not think there is any justification for it, except that some gentlemen are interested in some of these people who would like to get these contracts at their own price. In view of the ever-increasing cost of government I think that we should cease being reckless in our appropriations and in the passing of legislation that means an additional burden upon the taxpayers of our country.

Mr. Speaker, we also have had a bill pending for a long while that would to some extent reduce the deficit which exists in the Post Office Department. I refer to the bill to increase second-class mail rates. I wonder why it is not being brought in here for consideration, because it has been carefully drafted and the committee has given it a great deal of consideration. If the bill were passed I think we would be able to reduce our postal deficit by from \$150,000,000 to \$160,000,000. There is still another bill that should be considered instead of the one under consideration, but you gentlemen have the power, you have the majority, and the demands of the favorites are great and you will follow their wishes regardless of the cost of the Government and regardless of the fact that you have failed to bring in the bill giving promised wage increases to the

deserving postal and other Government employees. Yet you have failed to bring in this bill increasing second-class rates which will reduce the deficit of the Post Office Department as I have stated by at least \$150,000,000.

I know why you do not bring the bill in. It would perhaps affect some of the magazines that are friendly to you and that you have so much interest in, also it may affect some of the newspapers that are favorable to you, so you do not want to increase the cost of second-class mail.

Mr. HALLECK. Mr. Speaker, will the gentleman yield?

Mr. SABATH. I yield to the gentleman from Indiana.

Mr. HALLECK. The gentleman has referred to the deficit in the Post Office operations and its effect on the taxpayers, and he referred to a measure to increase the postal rates to overcome some of that deficit. Would the gentleman support such an increase as that—that is, an increase in the postal rates—if such a bill were brought in here?

Mr. SABATH. Yes; and especially on second-class mail matter. You do not lose any money on first-class mail. I leave it to the chairman of the committee if I am not right that we are losing money on second-class mail matter due to the fact that we are carrying millions of catalogs of mail-order houses, which cost a tremendous amount of money, and which you are interested in aiding. These catalogs, weighing 2 or 3 pounds, are sent at great cost to the Government. I do not think the mail-order houses need this relief or should continue to receive this advantage from the Government. They are making enough money the way it is, there is no question about that.

(Mr. SABATH asked and was given permission to revise and extend his remarks.)

Mr. HALLECK. Mr. Speaker, I have no further requests for time.

Mr. SABATH. Neither have I, Mr. Speaker.

Mr. HALLECK. Mr. Speaker, I move the previous question.

The previous question was ordered.

The SPEAKER. The question is on the resolution.

The resolution was agreed to.

A motion to reconsider was laid on the table.

Mr. REES. Mr. Speaker, I move that the House resolve itself into the Committee of the Whole House on the State of the Union for the consideration of the bill (S. 263) to provide for the carrying of mail on star routes, and for other purposes.

The motion was agreed to.

Accordingly the House resolved itself into the Committee of the Whole House on the State of the Union for the consideration of the bill S. 263, with Mr. STEFAN in the chair.

The Clerk read the title of the bill.

By unanimous consent, the first reading of the bill was dispensed with.

Mr. REES. Mr. Chairman, I yield myself 8 minutes.

Mr. Chairman, the purpose of this legislation is to correct certain evils that have grown up during the years with respect to star-route service. The evils

might be described as insecurity and financial losses to the carriers, both of which have had a rather bad effect on the mail service as well as the morale of the carriers. In recent years every Congress has been plagued with the problem of the star-route carriers and all are agreed that something ought to be done, but the proper solution has been difficult to obtain.

I want to say right here that the distinguished gentleman from Tennessee [Mr. MURRAY], has spent a great deal of time and effort and energy in an attempt to deal with this problem. A bill, was reported to the House in a previous Congress authored by the gentleman from Tennessee [Mr. MURRAY], but for some reason did not secure the approval of the House. So, we are here today with this bill recommended unanimously by our committee and reported by the gentleman from Tennessee [Mr. MURRAY]; it has been agreed upon and approved by the Post Office Department. It has also been approved by the legislative representative of the star-route carriers. I do not know of any objection to this legislation.

Mr. RICHARDS. Mr. Chairman, will the gentleman yield?

Mr. REES. I yield to the gentleman from South Carolina.

Mr. RICHARDS. What will be the application of the provision in this bill to a situation where bids have already been submitted to the Post Office Department on a particular route in the United States, and presently under consideration?

Mr. REES. With respect to that, the bill says in substance that if the Postmaster General approves the man who has the present contract he may continue his contract. What we are trying to get rid of here is the cut-throat bidding, where one person has a contract in effect and wants to renew it, and somebody comes along and underbids him by a few dollars. Ordinarily the lowest bidder is the one who receives it, but suppose a man bids \$10 or \$25 per year less, we will say, under the present law the new bidder is expected to get the contract. Then frequently he is disappointed and asks to be relieved of his contract. We are trying to get away from that. Of course, if he has offered a substantial bid that is lower and the Postmaster General thinks a substantial amount can be saved, such a contract should be approved, but substantially the bill provides that the Postmaster General may continue a contract now in effect if the contract is fair and the service satisfactory. Of course, if the contract is open for bidding, the present law obtains. The lowest bidder is given consideration, provided he can give the bond and comply with the law and the rules and regulations thereunder.

Mr. DOUGHTON. Mr. Chairman, will the gentleman yield?

Mr. REES. I yield to the distinguished gentleman from North Carolina, who has taken a great deal of interest in this legislation.

Mr. DOUGHTON. Under the bill now being presented by the distinguished gentleman from Kansas, can the Post-

80TH CONGRESS
2D SESSION

H. R. 6419

IN THE SENATE OF THE UNITED STATES

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on Public Works

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood con-
6 trol, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of
2 section 1 of the River and Harbor Act approved March 2,
3 1945 (Public, Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 Beals Harbor, Maine; House Document Numbered 553,
10 Eightieth Congress;

11 Cape Porpoise Harbor, Maine; House Document Num-
12 bered 555, Eightieth Congress;

13 Channel from Buzzards Bay to Buttermilk Bay, Mas-
14 sachusetts; House Document Numbered 552, Eightieth
15 Congress;

16 Falmouth Harbor, Massachusetts; House Document
17 Numbered 566, Eightieth Congress;

18 Provincetown Harbor, Massachusetts; House Document
19 Numbered 600, Eightieth Congress;

20 Taunton River, Massachusetts; House Document Num-
21 bered 196, Eightieth Congress;

22 Harbor of refuge at Point Judith, Rhode Island; Senate
23 Document Numbered 15, Eightieth Congress;

24 Westcott Cove, Connecticut; House Document Num-
25 bered 379, Eightieth Congress;

1 Greenwich Harbor, Connecticut; House Document Num-
2 bered 272, Eightieth Congress;

3 Rock Hall Harbor, Maryland; House Document Num-
4 bered 273, Eightieth Congress;

5 Chester River, Maryland (channel from Kent Island
6 Narrows to Wells Cove) ; House Document Numbered 380,
7 Eightieth Congress;

8 Cambridge Harbor, Maryland; House Document Num-
9 bered 381, Eightieth Congress;

10 Honga River and Tar Bay, Maryland; House Docu-
11 ment Numbered 580, Eightieth Congress;

12 Bransons Cove, Lower Machodoc River, Virginia;
13 House Document Numbered 420, Eightieth Congress;

14 Deep Creek, Warwick County, Virginia; House Docu-
15 ment Numbered 601, Eightieth Congress;

16 Norfolk Harbor, Southern Branch of Elizabeth River,
17 Virginia; House Document Numbered 545, Eightieth
18 Congress;

19 Stumpy Point Bay, North Carolina; House Document
20 Numbered 422, Eightieth Congress;

21 Inland Waterway, Beaufort to Cape Fear River, North
22 Carolina, including waterway to Jacksonville, North Caro-
23 lina; House Document Numbered 421, Eightieth Congress;

24 Saint Andrew Bay, Florida; House Document Num-
25 bered 559, Eightieth Congress;

- 1 Galveston Harbor, Texas; House Document Numbered
2 561, Eightieth Congress;
- 3 Galveston Channel, Texas; House Document Numbered
4 561, Eightieth Congress;
- 5 Texas City Channel, Texas; House Document Num-
6 bered 561, Eightieth Congress;
- 7 Houston Ship Channel, Texas; House Document Num-
8 bered 561, Eightieth Congress;
- 9 Port Aransas-Corpus Christie Waterway, Texas; House
10 Document Numbered 560, Eightieth Congress;
- 11 Grand Traverse Bay, Michigan (in the vicinity of
12 Traverse City) ; House Document Numbered 546, Eightieth
13 Congress;
- 14 Dunkirk Harbor, New York; House Document Num-
15 bered 632, Eightieth Congress;
- 16 Halfmoon Bay, California; House Document Numbered
17 644, Eightieth Congress;
- 18 Noyo River and Harbor, California; House Document
19 Numbered 586, Eightieth Congress;
- 20 Tillamook Bay and Bar, Oregon (channel to, and boat
21 basin at, Garibaldi) ; House Document Numbered 650,
22 Eightieth Congress;
- 23 Umpqua River, Oregon (channel to, and basin in, Win-
24 chester Bay) ; Senate Document Numbered 154, Eightieth
25 Congress;

1 Coos Bay, Oregon (Charleston Channel) ; House Docu-
2 ment Numbered 646, Eightieth Congress ;

3 Coos and Millicoma Rivers, Oregon ; Senate Document
4 Numbered 124 ; Eightieth Congress ;

5 Skipanon Channel, Oregon (at Warrenton) ; Senate
6 Document Numbered 93, Eightieth Congress ;

7 Smith River, Oregon ; Senate Document Numbered 94
8 Eightieth Congress ;

9 Grays Harbor and Chehalis River, Washington ; House
10 Document Numbered 635, Eightieth Congress.

11 SEC. 102. That hereafter direct allotments from appro-
12 priations for the maintenance and improvement of existing
13 river and harbor works, or from other available appropria-
14 tions, may be made by the Secretary of the Army for the
15 collection and removal of drift in Baltimore Harbor and its
16 tributary waters, and this work shall be carried out as a
17 separate and distinct project.

18 SEC. 103. That the existing project for the Neches and
19 Angelina Rivers, Texas, adopted in the River and Harbor
20 Act approved March 2, 1945, is hereby modified so as to
21 provide that the local agency which gives assurances that
22 upon completion of the entire project it will contribute
23 toward the first cost of the work the sum of \$5,000,000,
24 shall be permitted to withdraw from the pool of dam B not

1 to exceed two thousand cubic feet of water per second for
2 its own use.

3 SEC. 104. The Secretary of the Army is hereby author-
4 ized and directed to cause preliminary examinations and
5 surveys to be made at the following-named localities, the
6 cost thereof to be paid from appropriations heretofore or
7 hereafter made for such purposes: *Provided*, That no pre-
8 liminary examination, survey, project, or estimate for new
9 works other than those designated in this title or some prior
10 Act or joint resolution shall be made: *Provided further*, That
11 after the regular or formal reports made as required by law
12 on any examination, survey, project, or work under way or
13 proposed are submitted, no supplemental or additional report
14 or estimate shall be made unless authorized by law: *Provided*
15 further, That the Government shall not be deemed to have
16 entered upon any project for the improvement of any water-
17 way or harbor mentioned in this title until the project for
18 the proposed work shall have been adopted by law: *Provided*
19 further, That reports of surveys on beach erosion and shore
20 protection shall include an estimate of the public interests
21 involved, and such plan of improvement as is found justified,
22 together with the equitable distribution of costs in each case:
23 *And provided further*, That this section shall not be con-
24 strued to interfere with the performance of any duties vested
25 in the Federal Power Commission under existing law:

- 1 Dosoris Creek, New York;
- 2 Tolchester Beach area, Maryland;
- 3 Little Magothy River, Maryland;
- 4 Holdens Creek, Virginia;
- 5 Hacks Creek, Northumberland County, Virginia;
- 6 Back River, York County, Virginia, and channel con-
- 7 necting Back River with Front Cove;
- 8 Bennetts Creek, York County, Virginia;
- 9 Powells Bay, Accomack County, Virginia, at Wisharts
- 10 Point, and channel connecting said bay with the "Ballast";
- 11 Fishermans Bay, Lopez Island, Washington.
- 12 SEC. 105. Title I may be cited as the "River and
- 13 Harbor Act of 1948".

14 TITLE II—FLOOD CONTROL

15 SEC. 201. That section 3 of the Act approved June 22,
 16 1936 (Public, Numbered 738, Seventy-fourth Congress),
 17 as amended by section 2 of the Act approved June 28, 1938
 18 (Public, Numbered 761, Seventy-fifth Congress), shall
 19 apply to all works authorized in this title except that for
 20 any channel improvement or channel rectification project,
 21 provisions (a), (b), and (c) of section 3 of said Act of
 22 June 22, 1936, shall apply thereto, and except as otherwise
 23 provided by law: *Provided*, That the authorization for any
 24 flood-control project herein adopted requiring local cooper-
 25 ation shall expire five years from the date on which local

1 interests are notified in writing by the Department of the
2 Army of the requirements of local cooperation, unless said
3 interests shall within said time furnish assurances satisfactory
4 to the Secretary of the Army that the required cooperation
5 will be furnished.

6 SEC. 202. The provisions of section 1 of the Act of
7 December 22, 1944 (Public, Numbered 534, Seventy-eighth
8 Congress, second session), shall govern with respect to proj-
9 ects authorized in this title; and the procedures therein set
10 forth with respect to plans, proposals, or reports for works of
11 improvement for navigation or flood control and for irrigation
12 and purposes incidental thereto shall apply as if herein set
13 forth in full.

14 It is hereby declared to be the policy of the Congress
15 that the following provisions shall be observed:

16 No project or any modification not authorized, of a
17 project for flood control or rivers and harbors, shall be
18 authorized by the Congress unless a report for such project
19 or modification has been previously submitted by the Chief
20 of Engineers, United States Army, in conformity with
21 existing law.

22 SEC. 203. That the following works of improvement for
23 the benefit of navigation and the control of destructive flood-
24 waters and other purposes are hereby adopted and author-
25 ized to be prosecuted under the direction of the Secretary

1 of the Army and the supervision of the Chief of Engineers
2 in accordance with the plans in the respective reports here-
3 inafter designated and subject to the conditions set forth
4 therein: *Provided*, That the necessary plans, specifications,
5 and preliminary work may be prosecuted on any project
6 authorized in this title with funds from appropriations here-
7 tofore or hereafter made for flood control so as to be ready
8 for rapid inauguration of a construction program: *Provided*
9 *further*, That the projects authorized herein shall be initiated
10 as expeditiously and prosecuted as vigorously as may be
11 consistent with budgetary requirements: *And provided*
12 *further*, That pen stocks and other similar facilities adapted
13 to possible future use in the development of hydroelectric
14 power shall be installed in any dam authorized in this title
15 for construction by the Department of the Army when
16 approved by the Secretary of the Army on the recommenda-
17 tion of the Chief of Engineers and the Federal Power Com-
18 mission:

19 ARKANSAS RIVER BASIN

20 The projects for flood protection at Carthage and Monett,
21 Missouri, in the Arkansas River Basin are hereby authorized
22 substantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 445,
24 Eightieth Congress, at an estimated cost of \$740,000.

1 The projects for local flood protection on the Arkansas
2 River authorized by the Flood Control Act approved De-
3 cember 22, 1944, in accordance with House Document
4 Numbered 447, Seventy-eighth Congress, are hereby modi-
5 fied to provide that the United States will participate in the
6 cost of raising the approaches to the highway bridges across
7 the Arkansas River at Morrilton and at Van Buren-Fort
8 Smith in an amount not to exceed \$200,000.

9 UPPER MISSISSIPPI RIVER BASIN

10 The project for flood protection at South Beloit, Illinois,
11 on the Rock River is hereby authorized substantially in
12 accordance with the recommendations of the Chief of Engi-
13 neers in House Document Numbered 112, Eightieth Con-
14 gress, at an estimated cost of \$100,000.

15 The project for flood protection on the Henderson River,
16 Illinois, is hereby authorized substantially in accordance
17 with the recommendations of the Chief of Engineers in House
18 Document Numbered 245, Eightieth Congress, at an
19 estimated cost of \$1,520,000.

20 The project for flood protection at and in the vicinity
21 of Aitkin, Minnesota, on the Mississippi River is hereby
22 authorized substantially in accordance with the recommenda-
23 tions of the Chief of Engineers in House Document Num-
24 bered 599, Eightieth Congress, at an estimated cost of
25 \$1,680,000.

OHIO RIVER BASIN

The local flood-protection works at and in the vicinity of Uniontown, Pennsylvania, on Redstone Creek, are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 301, Eightieth Congress, at an estimated cost of \$1,015,000.

The project for flood protection at Rosiclare, Illinois, on the Ohio River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 125, Eightieth Congress, at an estimated cost of \$500,000.

GREAT LAKES BASIN

The project for flood protection at Batavia and vicinity, New York, on Tonawanda Creek is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 46, Eightieth Congress, at an estimated cost of \$565,000.

The project for flood protection at Dansville and vicinity, New York, on Canaseraga Creek, a tributary of the Genesee River, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 206, Eightieth Congress, at an estimated cost of \$165,000.

The project for flood protection and other purposes on

1 Red Run, a tributary of the Clinton River, Michigan, is
2 hereby authorized substantially in accordance with the
3 recommendations of the Chief of Engineers in House Docu-
4 ment Numbered 628, Eightieth Congress, at an estimated
5 cost of \$1,010,000.

6 The project for protection of the Reno Beach-Howards
7 Farm area and adjacent areas, Lucas County, Ohio, from
8 floods caused by frequent windstorms and from increases in
9 the lake level of Lake Erie, is hereby authorized substan-
10 tially in accordance with the recommendations of the Chief
11 of Engineers in House Document Numbered 554, Eightieth
12 Congress, at an estimated cost of \$330,000.

13 SANTA CLARA RIVER BASIN

14 The project for flood protection along the Santa Clara
15 River and its tributaries, California, is hereby authorized
16 substantially in accordance with the recommendations of the
17 Chief of Engineers in House Document Numbered 443,
18 Eightieth Congress, at an estimated cost of \$4,960,000.

19 GILA RIVER BASIN

20 The project for flood protection at Tucson and vicinity,
21 Arizona, in the Gila River Basin, is hereby authorized sub-
22 stantially in accordance with the recommendations of the
23 Chief of Engineers in House Document Numbered 274,
24 Eightieth Congress, at an estimated cost of \$2,390,000.

1 LOWER MISSISSIPPI RIVER

2 The project for flood control and improvement of the
3 Lower Mississippi River, adopted by the Act approved May
4 15, 1928, as amended by subsequent Acts, is hereby modi-
5 fied and expanded to include the following item and the
6 authorization for said project is increased accordingly:

7 The project for improvement of the Mississippi River
8 below Cape Girardeau with respect to the West Tennessee
9 tributaries at an estimated cost of \$7,700,000, is hereby
10 authorized substantially in accordance with the recommenda-
11 tions of the Chief of Engineers in House Document Num-
12 bered 627, Eightieth Congress.

13 SEC. 204. The Secretary of the Army is hereby auth-
14 orized and directed to cause preliminary examinations and
15 surveys for flood control and allied purposes, including chan-
16 nel and major drainage improvements, and floods aggravated
17 by or due to wind or tidal effects to be made under the
18 direction of the Chief of Engineers, in drainage areas of the
19 United States and its Territorial possessions, which include
20 the following-named localities, and the Secretary of Agricul-
21 ture is authorized and directed to cause preliminary examina-
22 tions and surveys for run-off and water-flow retardation and
23 soil-erosion prevention on such drainage areas, the cost
24 thereof to be paid from appropriations heretofore or hereafter

1 made for such purposes: *Provided*, That after the regular or
2 formal reports made on any examination, survey, project, or
3 work under way or proposed are submitted to Congress, no
4 supplemental or additional report or estimate shall be made
5 unless authorized by law except that the Secretary of the
6 Army may cause a review of any examination or survey to
7 be made and a report thereon submitted to the Congress if
8 such review is required by the national defense or by changed
9 physical or economic conditions: *And provided further*, That
10 the Government shall not be deemed to have entered upon
11 any project for the improvement of any waterway or harbor
12 mentioned in this title until the project for the proposed
13 work shall have been adopted by law;

14 Rahway River and its tributaries, New Jersey;

15 Chowan River and its tributaries, Virginia and North
16 Carolina;

17 Pantego Creek and Cucklers Creek, North Carolina;

18 Rice Creek, a tributary of Saint Johns River, Florida;

19 Streams flowing through the Brazoria-Galveston Soil
20 Conservation District, the Trinity Bay Soil Conservation Dis-
21 trict, the Coastal Plains Soil Conservation District, and the
22 Matagorda County Soil Conservation District, Texas, with
23 a view to improvement in the interest of navigation, flood
24 control, and related purposes, including channel and major
25 drainage improvements;

1 Area at and in the vicinity of Texas City, Texas, with
2 a view to providing for its protection against storms and ero-
3 sions, including the protection of the instrumentalities and
4 aids to commerce located there;

5 Au Gres River and tributaries, Michigan;

6 Area at and in the vicinity of Bellevue, Ohio, and the
7 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
8 ties, with a view to the control of floods caused by excess
9 underground and surface waters;

10 Harbors and rivers in Alaska, with a view to determin-
11 ing the advisability of improvements in the interest of navi-
12 gation, flood control, hydroelectric power, and related water
13 uses.

14 SEC. 205. That the Secretary of the Army is hereby
15 authorized to allot from any appropriations heretofore or
16 hereafter made for flood control, not to exceed \$2,000,000 for
17 any one fiscal year, for the construction of small flood-control
18 projects not specifically authorized by Congress, and not
19 within areas intended to be protected by projects so author-
20 ized, which come within the provisions of section 1 of the
21 Flood Control Act of June 22, 1936, when in the opinion of
22 the Chief of Engineers such work is advisable: *Provided*,
23 That not more than \$100,000 shall be allotted for this purpose
24 at any single locality from the appropriations for any one
25 fiscal year: *Provided further*, That the provisions of local

1 cooperation specified in section 3 of the Flood Control Act of
2 June 22, 1936, as amended, shall apply: *And provided*
3 *further*, That the work shall be complete in itself and not
4 commit the United States to any additional improvement
5 to insure its successful operation, except as may result from
6 the normal procedure applying to projects authorized after
7 submission of preliminary examination and survey reports.

8 SEC. 206. That section 5 of the Flood Control Act of
9 August 18, 1941, as amended by section 12 of the Flood
10 Control Act of 1946, is hereby further amended to read
11 as follows:

12 "That the Secretary of the Army is hereby author-
13 ized to allot, from any appropriations heretofore or here-
14 after made for flood control, not to exceed \$2,000,000 for
15 any one fiscal year to be expended in rescue work or in
16 the repair, restoration, or maintenance of any flood-control
17 work threatened or destroyed by flood, including the
18 strengthening, raising, extending, or other modification
1 thereof as may be necessary in the discretion of the Chief
20 of Engineers for the adequate functioning of the work for
21 flood control."

22 SEC. 207. That the sum of \$25,000,000 is hereby
23 authorized to be appropriated for carrying out improvements
24 under this title by the Department of the Army, and the sum
25 of \$10,000,000 additional is authorized to be appropriated

1 and expended in equal amounts by the Departments of the
2 Army and Agriculture for carrying out any examination or
3 survey provided for in this title and any other Acts of
4 Congress to be prosecuted by said Departments.

5 SEC. 208. That the sum of \$25,000,000 is hereby
6 authorized to be appropriated as an emergency fund to be
7 expended under the direction of the Secretary of the Army
8 and the supervision of the Chief of Engineers for the repair,
9 restoration, and strengthening of levees and other flood-
10 control works which have been threatened or destroyed by
11 recent floods, or which may be threatened or destroyed by
12 later floods, including the raising, extending, or other modi-
13 fication of such works as may be necessary in the discre-
14 tion of the Chief of Engineers for the adequate functioning
15 of the works for flood control: *Provided*, That local interests
16 shall provide without cost to the United States all lands,
17 easements, and rights-of-way necessary for the work and
18 shall maintain and operate all the works after completion
19 in a manner satisfactory to the Chief of Engineers:
20 *Provided further*, That pending the appropriation of
21 said sum, the Secretary of the Army may allot from exist-
22 ing flood-control appropriations such sums as may be neces-
23 sary for the immediate prosecution of the work authorized
24 by this section, such appropriations to be reimbursed from
25 said emergency fund when appropriated: *And provided*

1 *further*, That funds allotted under this authority shall not
2 be diverted from the unobligated funds from the appropria-
3 tion "Flood control, general", made available in War De-
4 partment Civil Functions Appropriation Acts for specific
5 purposes.

6 SEC. 209. Title II may be cited as the "Flood Control
7 Act of 1948".

Passed the House of Representatives June 3, 1948.

Attest:

JOHN ANDREWS,

Clerk.

80TH CONGRESS
2^D Session

H. R. 6419

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on
Public Works

H. R. 6419

IN THE SENATE OF THE UNITED STATES

JUNE 7 (legislative day, JUNE 1), 1948

Referred to the Committee on Public Works and ordered to be printed

AMENDMENT

Intended to be proposed by Mr. CAIN to the bill (H. R. 6419)
to change the name of the site of Foster Creek Dam on the
Columbia River in Washington State to Chief Joseph Dam,
viz: At the proper place in the bill, insert the following:

- 1 The dam site known as Foster Creek Dam on the Colum-
- 2 bia River shall hereafter be known as the Chief Joseph Dam,
- 3 and any law, regulation, document, or record of the United
- 4 States in which such dam is designated or referred to under
- 5 the name of Foster Creek Dam shall be held to refer to such
- 6 dam under and by the name Chief Joseph Dam.

H. R. 6419

AMENDMENT

Intended to be proposed by Mr. CAIN to the bill
(H. R. 6419) to change the name of the site
of Foster Creek Dam on the Columbia River
in Washington State to Chief Joseph Dam.

JUNE 7 (legislative day, JUNE 1), 1948

Referred to the Committee on Public Works and
ordered to be printed

AUTHORIZING THE CONSTRUCTION, REPAIR, AND PRESERVATION
OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS FOR
NAVIGATION, FLOOD CONTROL, AND FOR OTHER PURPOSES

JUNE 9 (legislative day, JUNE 1), 1948.—Ordered to be printed

Mr. MALONE, from the Committee on Public Works, submitted the
following

REPORT

[To accompany H. R. 6419]

The Committee on Public Works, to whom was referred the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having considered the same, report favorably thereon with amendments and recommend that the bill as amended, do pass.

GENERAL STATEMENT

Prior to the enactment of the Legislative Reorganization Act of 1946, flood control and rivers and harbors projects were considered by separate committees of the House of Representatives and were authorized in separate bills. Since those functions have now been merged in the Committee on Public Works, the bill, H. R. 6419, as passed by the House, contains both flood-control and river and harbor projects segregated under two titles: Title I, Rivers and Harbors; and Title II, Flood Control.

The report of the House Committee on Public Works on this bill includes several pertinent paragraphs in explanation of the purposes of the bill which are quoted below for the information of the Senate:

The most advantageous choice of river and harbor projects for construction can best be made if many economically sound projects are authorized and available for selection and appropriation. Appreciating this fact the Public Works Committee of the House strongly recommends that a river and harbor bill be enacted, at this session of Congress, to authorize the future construction or modification of the projects included herein.

The committee has carefully analyzed the reports and the testimony presented to it. It finds that a number of deep-draft channels and harbors are presently inadequate to accommodate the new deeper draft tankers and dry-cargo vessels. These channels were constructed to serve the now obsolete and rapidly vanishing

ocean carriers with drafts up to 30 feet and speeds not exceeding 11 knots. Vessels with loaded drafts from 30 to 34 feet and speeds up to 16 knots now predominate in the trade using the channels and harbors which are recommended for improvement. The efficiency and, in fact, the survival of the American merchant marine, with its high standard of wages, require for economical operation that channels be sufficiently deep and wide to permit: (a) loading to full draft; (b) full speed in the channel with safety and convenience; and (c) quick turn-around by having deeper draft ports provided along the coasts. The savings accruing from the economical operation of fully loaded deeper draft vessels are reflected in lower transportation charges which are a part of the delivered cost of cargoes.

Parallel to the need for deep-draft channels and harbors is need for improvement of shallow-draft channels and harbors. These improvements are necessary to provide for growing fishing fleets, the smaller tankers and dry cargo vessels, and rapidly expanding recreational fleets. The construction of such vessels was almost halted during the war but has been resumed at an increased rate. The commercial vessels above-mentioned play a vital part in the economic life of the seaboard of the country. Not only are they increasing in number but here too the trend is to larger and deeper draft boats for economical operation. In some cases the areas served by these smaller vessels are almost entirely dependent on water transportation. Boating has long since become a means of providing the average man and his family the opportunity of enjoying recreation away from the congested areas and highways. Boatbuilding and furnishing supplies and services needed by recreational boat owners has become a great industry. This business is a vital factor in the economy of many communities. Harbors for the accommodations of these boats frequently serve as harbors of refuge for small craft of all kinds.

Flood control throughout the United States has progressed in general at a satisfactory rate since establishment of the first national flood-control policy by the Flood Control Act of 1936. Although presently authorized projects are well dispersed throughout the country there are many areas where flood problems are acute and which are not within the areas intended to be protected by authorized projects. Some of these areas, for which projects have been recommended by the Corps of Engineers, are considered to warrant immediate attention, either because of the high rate of return on the Federal investment or because of the serious menace to life and community welfare which now exists.

The Public Works Committee of the House feels that there is need for the authorization of these flood-control projects in this bill so that prompt action may be taken to alleviate the flood menace in these localities. The committee feels that a large omnibus bill to include additional monetary authorization for the prosecution of comprehensive river-basin plans and to include large new projects can safely be let pass over until the next session of the Congress, in view of the fact that existing monetary authorization for the river-basin plans is considered sufficient to permit continuing appropriations for the prosecution of these plans until next year. For these reasons the committee has been careful in its selection of these few outstanding projects for flood control and related purposes, the authorization of which it considers to be urgent.

The Senate Committee on Public Works concurs generally with the principles and views of the House committee as expressed in the preceding paragraphs and it has directed its consideration of this bill accordingly. Subsequent to the time when the House committee completed its hearings on projects considered for this bill, reports of the Corps of Engineers on several additional worthy and urgent projects have been received by the Congress. At the request of Members of Congress, the committee has held hearings on those projects as well as requested modifications of previously authorized projects arising from emergency conditions.

The committee held 11 days of hearings during the period extending from May 10, 1948, to June 4, 1948. It heard testimony from 145 witnesses including Members of Congress, farmers, businessmen, labor representatives, engineers, State and local government officials, and representatives of many other occupations and callings.

The reports, testimony, and other data submitted to the committee have been studied carefully and the committee finds that there are several projects presented subsequent to the close of the House hearings which are amply justified for inclusion in the bill under the same criteria adopted by the House in its formulation of H. R. 6419. The committee has therefore amended the bill to include those projects and recommends their approval. Tabulations of the projects and brief descriptions, including the costs, of each project follow in the discussion of the amendments.

TITLE I. RIVERS AND HARBORS

Projects in bill as passed by House:

Items (sec. 101, unless otherwise indicated)

	Doc. No. (80th Cong.) ¹	Cost, new work	Annual maintenance
Beals Harbor, Maine.....	H. 553.....	\$85,700	\$1,000
Cape Porpoise Harbor, Maine.....	H. 555.....	41,500	1,500
Buzzards Bay to Buttermilk Bay, Mass.....	H. 552.....	18,300	500
Falmouth Harbor, Mass.....	H. 566.....	35,000	4,000
Taunton River, Mass.....	H. 196.....		1,000
Provincetown Harbor, Mass.....	H. 600.....	760,000	1,000
Point Judith Harbor of Refuge, R. I.....	S. 15.....	176,000	7,000
Westcott Cove, Conn.....	H. 379.....	21,000	1,200
Greenwich Harbor, Conn.....	H. 272.....	82,000	5,000
Rockhall Harbor, Md.....	H. 273.....	40,000	2,000
Channel from Kent Island Narrows to Wells Cove, Chester River, Md.....	H. 380.....	16,400	1,000
Cambridge Harbor, Md.....	H. 381.....	77,000	2,000
Honga River and Tar Bay, Md.....	H. 580.....	31,600	2,000
Bransons Cove, Lower Machodoe River, Va.....	H. 420.....	28,600	1,000
Deep Creek, Warwick Co., Va.....	H. 601.....	153,000	8,200
Norfolk Harbor, Va., southern branch of Elizabeth River.....	H. 545.....	1,730,000	82,800
Stumpy Point Bay, N. C.....	H. 422.....	32,500	3,000
Inland Waterway, Beaufort to Cape Fear River, including waterway to Jacksonville, N. C.....	H. 421.....	196,000	3,000
St. Andrew Bay, Fla.....	H. 559.....	80,000	12,000
Galveston Harbor, Galveston Channel, and Houston ship channel.....	H. 561.....	5,057,000	219,500
Port Aransas-Corpus Christi, Tex.....	H. 560.....	2,250,000	100,000
Grand Traverse Bay, Mich.....	H. 546.....	316,200	3,500
Dunkirk Harbor, N. Y.....	H. 632.....	390,000	
Pillar Point, Halfmoon Bay, Calif.....		4,500,000	43,800
Noyo River and Harbor, Calif.....	H. 586.....	190,000	4,000
Tillamook Bay and Bar, Oreg.....		70,000	3,000
Umpqua Harbor and River at Winchester Bay, Oreg.....		34,500	500
Channel at Charleston, South Slough, Oreg.....		349,300	4,500
Coos and Millicoma Rivers, Oreg.....	S. 124.....	310,000	19,000
Skipanon Channel, Oreg.....	S. 93.....	114,500	
Smith River, Oreg.....	S. 94.....	96,100	11,500
Grays Harbor, Wash.....		3,605,700	103,700
Baltimore Harbor, Md (sec. 102).....			
Modification of Neches-Angelina Rivers project, Tex. (sec. 103).....			
		20,887,900	652,200

¹ "H" indicates House document; "S" indicates Senate document.

PRELIMINARY EXAMINATION AND SURVEY ITEMS (SEC. 104)

Desoris Creek, N. Y.
Tolchester Beach area, Maryland
Little Magothy River, Md.
Holdens Creek, Va.
Hacks Creek, Northumberland County,
Va.

Back River, York County, Va.
Bennetts Creek, York County, Va.
Powells Bay, Accomac County, Va.
Fishermans Bay, Lopez Island, Wash.

Amendments—Projects recommended by Senate committee:

Items added (sec. 101)

	Doc. No. (80th Cong.)	Cost, new work	Annual maintenance
Winyah Bay, S. C.....		10	
Gulfport Harbor, Miss.....		\$496,900	\$108,000
Harrison County, Miss., shore protection.....		1,133,000	
Mississippi River at Fort Madison, Iowa.....	H. 661.....	56,200	1,000
Port Wing Harbor, Wis.....	H. 668.....	17,000	500
Oswego Harbor, N. Y.....		7,838,000	28,400
Bayou Carlin, La.....		15,000	
Total.....		9,556,100	137,900

¹ Modification of previously authorized project at saving of \$137,000.

Summaries of projects recommended by Senate committee:

WINYAH BAY, S. C.

Location.—Winyah Bay is located on the coast of South Carolina 50 miles northeast of Charleston Harbor and 90 miles southwest of the entrance to Cape Fear River, N. C.

Report authorized by.—Resolution of the Committee on Public Works of the United States Senate adopted April 20, 1948.

Existing project.—Provides for a channel 27 feet deep from the Atlantic Ocean to and including a turning basin in Sampit River 600 feet wide across the outer bar and in the gorge and 400 feet wide thence to the turning basin, widened at the bends to be secured and maintained by the construction of jetties. The estimated cost of the existing project is \$3,145,000.

Plan of recommended improvement.—Modification of the existing project by a cut-off 27 feet deep and not less than 400 feet wide across the base of the point to the present turning basin in Sampit River and a branch channel 27 feet deep and not less than 200 feet wide from the upstream end of the cut-off downstream to existing and prospective terminals on the sharp bend at Georgetown in lieu of the intercepted reach of the authorized channel that follows the river along the Georgetown City water front, and maintenance of the intercepted reach of the river to a depth of 18 feet and width of 400 feet.

Estimated cost to United States for construction.—Construction of the proposed plan will present a saving to the United States of \$137,000 over that of the existing authorized project.

Local cooperation.—Provided that local interests furnish without cost to the United States as and when required necessary rights-of-way, casements, spoil-disposal areas, and other lands required for the construction and subsequent maintenance of the improvement.

Annual maintenance charged to the United States.—No increase in annual cost of maintenance will result from the modified project.

Benefits.—In addition to the saving in construction cost to the United States, the proposed cut-off would shorten the channel distance to the deep-water terminal by about 2 miles and would eliminate the difficulties and hazards of maneuvering ships around the sharp bends in the river alinement in front to Georgetown as proposed in the

existing project. The Governor of South Carolina has endorsed this project. As the existing project is under construction, the committee considers it desirable to authorize this change.

GULFPORT HARBOR, MISS.

Location.—Gulfport Harbor is on Mississippi Sound 70 miles northeast of New Orleans. Entrance to the harbor is through an improved channel extending from deep water in the Gulf of Mexico through Ship Island Pass, a natural deep-water inlet between the barrier islands defining the sound, and across the sound to the basin, a total distance of 15 miles.

Report authorized by.—In response to a resolution adopted May 16, 1946, by the committee on Rivers and Harbors of the House of Representatives.

Existing project.—The existing Federal project for improvement provides for a channel 27 feet deep and 300 feet wide across Ship Island bar, thence 26 feet deep and 220 feet wide through Mississippi Sound to the harbor, and a depth of 26 feet in the anchorage basin. The mean tidal range is 1.75 feet.

Plan of recommended improvement.—Modification of the existing project for Gulfport Harbor, Miss., to provide for a depth of 30 feet in the anchorage basin, a channel 30 feet deep and 220 feet wide from the basin across Mississippi Sound to Ship Island bar, and a channel 32 feet deep and 300 feet wide across Ship Island bar to deep water in the Gulf of Mexico, generally in accordance with the plan of the district engineer.

Estimated cost to United States for construction.—\$496,900.

Annual maintenance charges to United States.—\$108,000, in addition to that now required.

Benefits.—The handling of full cargoes at the harbor in deeper-draft vessels is estimated to result in a saving in ship-operation costs of \$60,000 when compared to the cost at adjacent Gulf ports, and in a saving of \$70,000 in land transportation costs on 137,000 tons of bulk commodities moving between the port and points in the tributary area. The estimated annual benefits total \$130,000, which when compared to the annual carrying charge of \$127,000 provides an economic benefit-cost ratio of 1.02.

Remarks.—While the prospective commerce is comparatively small in volume it is predominantly foreign, including nitrates from Chile. Many vessels now engaged in this traffic require a depth of 30 feet for full loading and when handicapped by inadequate depth of 26 feet that now exists are either required to carry part loads or pick up and deliver their cargoes at adjacent harbors. Increasing oil production in the area requires use of the port by the larger tankers. Local interests plan extensive expenditures in construction of port facilities.

HARRISON COUNTY, MISS., SHORE PROTECTION

Location.—Harrison County is located on the Gulf coast of Mississippi, about midway between Mobile, Ala., and New Orleans, La. The county sea wall extends along the Gulf coast from Biloxi Bay on the east to Henderson Point (Pass Christian) on the west, a distance of about 24 miles.

Report authorized by.—Cooperative report prepared pursuant to the provisions of section 2 of the River and Harbor Act approved July 3, 1930, as amended and supplemented.

Existing project.—There is no existing Federal project for beach erosion control (shore protection) improvements along Harrison County's coast line.

Plan of recommended improvement.—Adoption of a project by the United States authorizing Federal participation toward the structural repair of the Harrison County sea wall and its protection by the construction of a beach, 300 feet wide, from Biloxi lighthouse to Henderson Point, a distance of about 24 miles. In addition, local interests will accomplish reconstruction of drainage facilities and comply with the following: (1) Adopt the afore-mentioned plan of improvement including repairs and alterations; (2) submit for approval by the Chief of Engineers detailed plans and specifications and arrangements for prosecuting the entire improvement prior to the commencement of such work; (3) provide all necessary lands, easements, and rights-of-way for accomplishment of the work; and agree to (a) maintain the sea wall and drainage facilities, and the beach by artificial replenishment, during the useful life of these works as may be required to serve their intended purpose; (b) hold and save the United States free from all claims for damages that may arise either before, during or after prosecution of work; (c) remedy water pollution that would endanger public health; and (d) assure perpetual public ownership of the beach and its administration for public use only.

Federal participation in first cost for construction.—\$1,133,000.

Total estimated first cost for construction.—\$2,368,000.

Annual maintenance charges to the United States.—None; all to be assumed by local interests.

Benefits.—It is estimated that the benefits accruing from the proposed beach, measured by increased taxation revenue and earning power (generally 3½ percent interest) on the enhanced value of adjoining real estate by reason of accommodating large numbers of vacationists and recreationists and other factors, will average \$176,000 annually. Other benefits include reduction in (a) sea wall maintenance cost, (b) storm damages to adjacent property including the important paralleling highway (U. S. No. 90), (c) interruption to highway traffic thereon, (d) dislocation of normal activities in the area; the value of these additional benefits is considered to approximate \$200,000 annually. Thus the estimated total benefits amounting to \$376,000 compare with estimated annual carrying charges of \$196,000 to give a benefit-cost ratio for the over-all project of 1.9.

Remarks.—The combined population of the adjoining coastal communities is about 37,500. This coastal area is a summer resort center, summer residences being maintained there by residents of inland cities and of other States. United States Highway No. 90 is the principal road between Florida and Louisiana and the most heavily traveled in Mississippi. That highway and the shore-line property (publicly owned) will be protected by the rehabilitated sea wall and the 24-mile beach, which will be of great recreational value. The degree of Federal participation in the cost as recommended is in conformity with the policy therefor enunciated in Public Law 727, Seventy-ninth Congress, approved August 13, 1946.

MISSISSIPPI RIVER AT FORT MADISON, IOWA

(H. Doc. 661, 80th Cong., 2d sess.)

Location.—Fort Madison, Iowa, is on the right bank of the Mississippi River 383 miles above the mouth of the Ohio River.

Report authorized by.—A resolution adopted July 9, 1945, by the Committee on Rivers and Harbors of the House of Representatives.

Existing project.—The existing project, adopted by the River and Harbor Act of July 3, 1930, provides for a channel 9 feet deep between the Missouri River and Minneapolis to be secured by a system of locks and dams, including the structures at Keokuk, supplemented by dredging. This work has been completed to the extent that 9-foot depths are available in all pools below Minneapolis. The project also provides for a number of small-boat harbors.

In 1913 private interests completed construction of a dam with lock, primarily for hydroelectric power development, at Keokuk, Iowa, 18.8 miles below Fort Madison. The dam creates a lake varying in width up to 2.25 miles which extends upstream to 27.5 miles above Fort Madison and has a low-water elevation at Fort Madison of about 518.2 feet above mean sea level.

Plan of recommended improvement.—Modification of the existing project for the Mississippi River between the Missouri River and Minneapolis, Minn., to provide for (1) a small-boat basin and harbor of refuge at Fort Madison, Iowa, to be secured by constructing a breakwater and dredging the protected area and entrance channel to a project depth of 5 feet and (2) a dredged approach channel 9 feet deep to a site for a river-borne freight terminal at Fort Madison; both improvements to be accomplished in general accordance with the plans of the district engineer.

Estimated cost to United States for new work.—\$41,200 for the small-boat harbor, and \$15,000 for the commercial harbor.

Local cooperation.—The improvements are recommended provided (a) that for each improvement local interests agree to furnish free of cost to the United States all lands, easements, rights-of-way, and spoil-disposal areas necessary for the new work and for subsequent maintenance, when and as required, and hold and save the United States free from damages due to construction and maintenance of the improvements; (b) that for the small-boat harbor they agree to provide necessary mooring facilities and utilities, including a public landing with suitable supply facilities and access road, these harbor facilities to be open to all on equal terms; and (c) that in connection with the 9-foot-deep approach channel they agree to provide adequate public terminal and transfer facilities, including material-handling facilities, mooring facilities, access roads, storm drains, retaining walls, and police and fire protection, these facilities and services to be available to all on equal terms.

Costs to local interests, \$13,437 for the small-boat harbor, and \$23,000 for the commercial harbor.

Annual cost of maintenance to United States.—\$200 for the small-boat harbors, and \$800 for the commercial harbor.

Benefits.—The annual benefits for the small-boat harbor, based upon accommodating 200 resident craft and 150 overnight stops by transient boats per season, are estimated at \$4,820. This gives an estimated benefit-cost ratio of 2.02.

For the commercial harbor, prospective annual commerce as estimated by the district engineer consists of receipts of 15,000 tons of coal and 2,000 tons of petroleum products, and shipments of 2,000 tons of fencing and an equal amount of paper. His computed savings in transportation charges on this commerce is \$6,360. This indicates a benefit-cost ratio of 2.43.

Remarks.—An adequate mooring basin and harbor of refuge for small boats to serve both local boats and transient craft is needed at Fort Madison. In the opinion of the committee the expenditures required for its construction and maintenance are warranted in the interest of safety and convenience of established and prospective navigation. The reporting officers present a suitable plan for improvement in the interest of water-borne freight commerce. Prospective benefits, through savings in transportation charges to shippers, economically justify the cost for such improvement.

PORT WING HARBOR, WIS.

(H. Doc. No. 668, 80th Cong., 2d sess.)

Location.—Port Wing Harbor, Wis., at the mouth of Flag River, is located on the south shore of Lake Superior, 34 miles east of Duluth, Minn.

Report authorized by.—A resolution adopted February 1, 1946, by the Committee on Rivers and Harbors of the House of Representatives.

Existing project.—The existing project provides for two parallel piers at the entrance, 800 and 825 feet long, 200 feet apart; a return pile revetment at the inner end of the east pier; a pile revetment along the east bank; and a channel 15 feet deep and 150 feet wide between the piers and extending for 500 feet along the pile revetment at the end of the east pier.

Plan of recommended improvement.—That the existing project be modified to provide for abandonment of the extension of the return pile revetment at the inner end of the east pier, the construction of the revetment on the east bank facing the entrance, and the inner channel with a depth of 15 feet. It is also recommended that it be further modified to provide for two inner channels 8 feet deep, extending easterly and southerly 1,170 and 340 feet, respectively, from an irregular-shaped turning basin 15 feet deep at the inner end of the piers.

Estimated cost to United States.—\$17,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests: (a) Furnish without cost to the United States all lands, easements, rights-of-way and spoil-disposal areas necessary for the construction and subsequent maintenance of the project, when and as required; (b) hold and save the United States free from damages due to the improvement; and (c) provide and maintain when and as needed such depths from the Federal channel line to and between the wharves as may be required for the accommodation of vessels.

Annual maintenance cost to United States.—\$500.

Benefits.—The proposed modification would provide easy access to the wharves, resulting in an average annual saving of \$2,400 for the fishermen, including \$1,800 for the elimination of lost time and \$600

for the prevention of excessive maintenance on the boats. The benefit-cost ratio is 1.94.

Remarks.—The proposed improvement will increase the value of the harbor as a refuge for transient craft in addition to providing greater safety and convenience for local fishing vessels. The committee considers the project necessary to meet present and prospective commerce.

OSWEGO HARBOR, N. Y.

Location.—Oswego Harbor, N. Y., is on the south shore of Lake Ontario at the mouth of Oswego River. It is 59 miles east of Rochester (Charlotte) Harbor and 41 miles south of Sackets Harbor.

Report authorized by.—The report on Oswego Harbor, N. Y., was authorized by the River and Harbor Act approved March 2, 1945.

Existing project.—The improvement authorized by Congress provides in part for an outer west breakwater 4,478 feet long; for an arrowhead rubble-mound breakwater system, the west arrowhead breakwater 2,700 feet long and the east about 2,200 feet long; for dredging to a depth of 21 feet at low-water datum in the outer harbor east of the Lackawanna coal dock and between the harbor lines in the Oswego River north of the north line of Seneca Street; for dredging the outer harbor west of the east side of the Lackawanna coal dock to a depth of 21 feet in soft material and 22 feet in hard material at low-water datum; for the abandonment of the east inner breakwater; for elimination from the existing project of the east outer breakwater which has never been constructed; and for removal of the upper and lower islands in the Oswego River.

Plan of recommended modification of existing project.—(1) A breakwater approximately parallel to shore extending easterly from the existing east arrowhead breakwater, 10 feet above low-water datum for 2,300 feet and to 12 feet above low-water datum for 2,600 feet; (2) removal of approximately 1,020 feet of the inner end of the existing east arrowhead breakwater; and (3) a channel 250 feet wide extending easterly and terminating in an irregularly shaped basin at the easterly end of the harbor, all to a project depth of 18 feet in earth and 19 in rock; all generally in accordance with the plans of the district engineer and with such modifications as in the discretion of the Secretary of the Army and the Chief of Engineers may be deemed advisable.

Estimated cost to United States for new work.—\$7,838,000.

Local cooperation.—The improvement is recommended subject to the conditions that local interests give assurances satisfactory to the Secretary of the Army that they will: (a) Provide without cost to the United States all necessary lands, easements, and rights-of-way necessary for construction of the project and subsequent maintenance, as and when required; (b) hold and save the United States free from damage due to the construction and subsequent maintenance of the project; (c) construct a wharf about 1,300 feet long, including the necessary extension of the water intake line, in accordance with plans approved by the Chief of Engineers, and construct handling and storage facilities of such design and capacity as to insure expeditious handling and adequate storage for the wood pulp required by the paper mills in the vicinity, and for the prospective commerce in soybeans; (d) dredge and maintain the area between the project limit and wharf face to project depth; and (e) agree to receive, handle, and store,

at reasonable and equal terms to all, the wood-pulp requirements of paper mills in the vicinity.

Annual maintenance charges to United States.—\$28,200.

Benefits.—The annual benefits consisting of annual savings in transportation costs are estimated by the district engineer at \$584,300. The benefit-cost ratio is 1.41.

Remarks.—The improvement would provide additional harbor area needed for an anticipated expansion in commerce. Since the transportation savings on wood pulp, coal, and soybeans substantially exceed the costs, the committee concludes that the improvement is economically justified.

BAYOU CARLIN, LA.

(Sec. 104)

The River and Harbor Act approved March 2, 1945, authorized improvement of Bayou Carlin, La., in accordance with the recommendations of the Chief of Engineers as contained in House Document No. 594, Seventy-eighth Congress, second session. The project has been dredged to authorized dimensions, except for a short stretch at Delcambre, La. In this reach a highway bridge and a railroad bridge cross the bayou. The latter bridge is owned by the Texas & New Orleans Railroad Co.

In the prosecution of the work it was determined that for the safety of the bridges the piers should be protected before dredging is done in the uncompleted section. In accordance with the recommendations in the subject document the Corps of Engineers does not have the authority to provide protection for the bridge piers at Federal expense. Local interests now desire that the Chief of Engineers protect the piers of the railroad bridge at Federal expense. The Chief of Engineers estimates the cost of the additional work at \$15,000.

Section 104 authorizes the Chief of Engineers to provide protection for the piers of the Texas & New Orleans Railroad bridge.

LAWS PERTAINING TO RIVERS AND HARBORS AND FLOOD CONTROL (SEC. 105)

The purpose of this section is to extend authority to the Chief of Engineers, as the representative of the Secretary of the Army, for the publication of a printed digest of all river and harbor and flood control legislation since June 25, 1938. This is an authority which is periodically granted by law to the Chief of Engineers in this manner. The committee considers that it is the proper time for a new compilation for the benefit of all interested persons.

PERMANENT INTERNATIONAL COMMISSION OF THE CONGRESSES OF NAVIGATION (SEC. 106)

In an act approved June 28, 1902, the Secretary of War and the Chief of Engineers were authorized to allocate not to exceed \$3,000 annually from any moneys available to the Corps of Engineers to finance the attendance of accredited representatives from the United States at meetings of the Permanent International Commission of the Congresses of Navigation. The meetings of this Congress have been well attended by representatives of the major nations throughout the world since its initial meeting in 1885 in Brussels, Belgium. The purpose of this Congress is to conduct meetings at which scientific knowledge, technical advances, and operating experience are exchanged

among engineers representing the various nations. Since 1902 the rising prices throughout the world have made it necessary for an increase in monetary authorization for the expenses of accredited representatives to the conference.

Section 107: The Foster Creek Dam which was authorized in the River and Harbor Act of July 24, 1946, will be constructed by the Corps of Engineers on the Columbia River, 65 miles downstream from Grand Coulee Dam, and near the town of Bridgeport, Wash. Foster Creek is a small dry wash that runs down the slopes into the Columbia River and has no historical or engineering significance. A dam by this name is frequently misinterpreted as being on a creek. The Corps of Engineers, the Bureau of Indian Affairs, and various other agencies are in agreement to change the name from Foster Creek to Chief Joseph Dam in honor of the great leader of the Nez Perce Indians who was perhaps the greatest Indian warrior in the history of our country. It is believed fitting to honor the Indians on the Colville Reservation in northern Washington by having the name of their famous leader applied to the dam.

TITLE II. FLOOD CONTROL

Projects in bill as passed by House:

Items (sec. 203)

	Document No. (80th Cong.) ¹	Estimated cost ²
Arkansas River Basin, at Carthage and Monett, Mo.-----	H. 445-----	\$740,000
Special provision re approaches to certain highway bridges across the Arkansas River.-----		200,000
Rock River at South Beloit, Ill.-----	H. 112-----	100,000
Henderson River, Ill.-----	H. 245-----	1,520,000
Mississippi River in vicinity of Aitkin, Minn.-----	H. 599-----	1,680,000
Redstone Creek, Pa.-----	H. 301-----	1,015,000
Ohio River at Rosiclare, Ill.-----	S. 125-----	500,000
Tonawanda Creek, N. Y.-----	S. 46-----	565,000
Genesee River (Canaseraga Creek), N. Y.-----	H. 206-----	165,000
Clinton River (Red Run), Mich.-----	H. 628-----	1,010,000
Reno Beach-Howards farm area, Ohio.-----	H. 551-----	330,000
Santa Clara River, Calif.-----	H. 443-----	4,960,000
Gila River Basin, Tucson, Ariz.-----	H. 274-----	2,390,000
Mississippi River below Cape Girardeau, Mo.-----	H. 627-----	7,700,000
Total-----		22,875,000

¹ H indicates House document; S indicates Senate document.

² December 1947 price levels apply to all cost figures appearing in this table and title II of this bill.

Amendments—Projects recommended by Senate committee:

Items added (sec. 203)

	Document No. (80th Cong.)	Authoriza- tion in bill
Lackawaxen River, Pa.-----	H. 113-----	\$6,150,000
Wilkes-Barre-Hanover Township, Pa.-----		250,000
Central and southern Florida.-----		16,300,000
Special provision re approaches to certain highway bridges across the Arkansas River, Ark.-----		¹ 100,000
Bradens Bend, Okla.-----		1,000,000
Red River of the North, N. Dak., Minn., and S. Dak.-----		2,000,000
Miners Bend, Nebr. and S. Dak.-----		3,000,000
South Platte River, Colo., Nebr., and Wyo.-----	H. 669-----	3,000,000
Detroit Reservoir, Oreg. (power features)-----		
L'Anquille River, Ark.-----		2,000,000
Rio Grande, N. Mex.-----		3,500,000
Total-----		37,300,000

¹ In addition to \$200,000 included in bill as passed by House.

Summaries of projects recommended by Senate committee:

LACKAWAXEN RIVER AND ITS TRIBUTARIES, PENNSYLVANIA

(H. Doc. No. 113, 80th Cong., 1st sess.)

Location.—Lackawaxen River rises in northwestern Wayne County and flows southeast for 23 miles to Honesdale, where it is joined by Dyberry Creek, thence 10 miles southeast past White Mills to Hawley and eastward 16 miles to join the Delaware River. The Lackawaxen River drains an area of 588 square miles of the Appalachian Plateau in northeastern Pennsylvania. Based on the 1940 census, the permanent population of the Lackawaxen Basin is approximately 27,700, with 5,687 in Honesdale, the county seat of Wayne County and largest population center in the watershed. These data indicate an increase in population since 1930 of approximately 2,600 for the basin, and 197 for Honesdale. One-fifth of the total population is urban and the balance is rural. Farming, dairying, quarrying, and the manufacture of textiles, ceramic, and glass products, leather goods and machinery are the principal occupations. Honesdale and Hawley are the principal centers of trade and industry. The Lackawaxen River Basin is provided with a comprehensive system of paved highways that is ample for communication within the area, and with the surrounding territory.

Report authorized by.—Resolution of the Committee on Flood Control of the House of Representatives adopted October 8, 1942.

Existing project.—There are no existing Federal projects for improvement of Lackawaxen River or its tributaries for flood control or navigation.

The Works Progress Administration, in 1937 and 1938, restored and extended stone masonry walls on the right bank of the river at Honesdale and at Hawley to provide protection from ordinary freshets. These were overtopped and in places damaged by the flood of May 1942. The State of Pennsylvania has spent about \$325,000 in clearing and improving the channel at Honesdale and in various reaches to above Prompton. Four bridges at Hawley, Honesdale, and Prompton, destroyed by the flood of 1942, were recently replaced by the State with structures having greater waterway capacities.

Plan of recommended improvement.—Provides for construction of an earth-fill dam 94 feet high on Dyberry Creek 2.7 miles above the mouth to control a drainage area of 65 square miles and provide a reservoir with a capacity of 20,800 acre-feet; construction of an earth-fill dam 102 feet high on the Lackawaxen River, just above Prompton which would create a reservoir with a capacity of 19,200 acre-feet; and the removal of the three small dams at Honesdale. (Removal of these dams has been accomplished by local interests.)

Estimated cost to United States for construction.—\$12,150,000.

Local cooperation.—Provided that responsible local agencies furnish assurances satisfactory to the Secretary of the Army that they will (a) remove the three existing low dams in the river at Honesdale (removal of these dams has been accomplished by local interests) and (b) establish satisfactory measures to preserve the flood-carrying capacities of the stream channels below the proposed reservoirs.

Annual cost of maintenance to United States.—\$18,000.

Benefits.—The recommended plan of improvement will provide protection against future loss of life and property, and substantially improve the general welfare of the benefited communities.

Remarks.—The run-off from the steeply sloping watershed causes torrential floods to occur with little time for evacuation of the residents from the occupied flood plain. As a result, the floods of the Lackawaxen River in addition to causing extensive property damage constitute a serious hazard to the safety of those occupying the valley as evidenced by the loss of 24 lives caused by the flood of May 1942. The committee is convinced that large intangible benefits would accrue from the project, and recommends an initial authorization for construction of the Prompton Reservoir.

WILKES-BARRE-HANOVER TOWNSHIP, SUSQUEHANNA RIVER, PA.

Location.—The city of Wilkes-Barre, with Hanover Township adjoining, is located in the central part of Luzerne County, Pa., on the left bank of the North Branch of the Susquehanna River, approximately 62 miles above its mouth.

Existing project.—The Flood Control Act approved June 22, 1936, authorized the construction of a system of levees and floodwalls as follows: About 25,350 feet of earth levee and 161.5 feet of concrete flood wall along the left bank of the North Branch of the Susquehanna River, extending from high ground at the Lehigh & West Virginia Railroad near Union Street in Wilkes-Barre downstream to high ground near the mouth of Solomon Creek; eight pumping stations for the disposal of interior drainage; and appurtenant drainage structures and electric substations. The project is complete except for a section of 7,400 feet through the city park that was left 2 feet low as desired by local interests at the time of construction.

Plan of recommended improvement.—Raising a low portion of the embankment at Wilkes-Barre an additional 2 feet by embankment or low concrete wall for a distance of 7,400 feet between Old River Road and Union Street.

Estimated cost to United States for construction.—The project has been completed at a cost of \$3,538,000. The cost of the additional work proposed is \$250,000.

Local cooperation.—The completed project has been turned over to local interests for maintenance and operation. The cost to local interests for lands and damages was \$210,000. For the additional work local interests should provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project; hold and save the United States free from damages due to the construction work and maintain and operate the works after completion.

Annual cost of maintenance to United States.—None.

Benefits.—The project will provide flood protection for the city of Wilkes-Barre and the borough of Hanover Township. When the original project was under construction the city officials objected to adding the last 2 feet in elevation on the levee through the city park, as it obstructed the view of the river. They desired to add sandbags to the levee during flood periods. Several floods have occurred when they obtained sandbags but had difficulty obtaining labor to fill them. Construction of the proposed work will raise the low section to the height of the rest of the levee.

Remarks.—The proposed improvements are a part of the original authorized project at Wilkes-Barre and were omitted at the time of construction at the request of city officials. Since the project has been completed and turned over to local interests for operation and maintenance, authority to raise the low section to project grade will require a modification of the existing project. The committee deems the work essential to protect the Federal investment in the project.

CENTRAL AND SOUTHERN FLORIDA

Location.—The area under consideration embraces about 15,570 square miles in central and southern Florida.

Report authorized by.—Flood control acts approved August 28, 1937, August 11, 1939, August 18, 1941, and July 24, 1946; River and Harbor Acts approved March 2, 1945, and July 24, 1946; and various congressional resolutions which authorized preliminary examination and survey of reviews of prior reports as provided by law, of rivers, lakes, and canals in central and southern Florida.

Existing project.—Provides for levees around Lake Okeechobee and a navigable channel 8 feet deep from the intercoastal waterway at St. Lucie Inlet on the Atlantic coast across the State of Florida by way of the St. Lucie Canal, Lake Okeechobee and the Caloosahatchee River to the Gulf of Mexico at Punta Rassa. The total length of the waterway is 155 miles. The project is substantially complete.

In connection with reclamation projects within the State of Florida, drainage districts were organized under the laws of the State and have conducted extensive flood control and drainage work.

Plan of recommended improvement.—Provides for levees, channel works, and control structures at lake outlets in the St. Johns and Kissimmee areas; for increased levee protection around Lake Okeechobee and enlargement of its outlets, the Caloosahatchee and St. Lucie waterways; for enlargement of existing drainage canals, and the construction of new canals and levees and pumping plants, for control of water in the Everglades area; and levees and channel work for protection of the area along the east coast.

Estimated cost to United States for construction.—\$171,041,000.

Local cooperation.—Lands, easements, and rights-of-way; contribute 15 percent of the construction cost, not to exceed \$29,152,000; hold and save United States free from damages, due to the construction and operation of the works; maintain and operate all works after completion, except the levees, channels, locks, and control works of the St. Lucie Canal, Lake Okeechobee, and Caloosahatchee River and the main spillways of the conservation areas.

Annual cost of maintenance to the United States.—\$749,000 which includes \$326,800 for maintenance and operation of the existing Federal works.

Benefits.—The plan would provide annual benefits estimated at \$24,573,000 which yield in comparison with annual charges a benefit-cost ratio of 2.05.

Remarks.—The Chief of Engineers recommends adoption of the comprehensive plan of improvement as a long-range plan of development by progressive stages at a total estimated cost of \$208,135,000, of which \$171,041,000, is Federal cost. Early initiation of the first phase for protection of the highly developed east coast area at a

Federal cost of \$60,000,000, with partial authorization covering the most urgently needed works in the first phase, will permit planning of individual features; coordination of the plan with State, local, and Federal agencies; and early construction of the emergency improvements. Benefits will accrue proportionately as successive features are completed.

The plan presented by the Corps of Engineers is a long range comprehensive plan for flood protection and corollary benefits for drainage and recharging of ground water in the central and southern areas of Florida. The committee recognizes that the water problems in these areas are so extremely complex that they must be treated as a whole in formulating the most efficient and effective solution. Due to the press of time, the committee has deemed it desirable to reserve its approval of the entire comprehensive plan, pending more adequate opportunity to analyze thoroughly all aspects of the plan. The committee, however, is impressed with the necessity for starting the most urgent initial measures contemplated in this plan in order to be prepared to avoid a recurrence of the startling losses sustained in the 1947 flood. It has therefore analyzed the first phase of the plan and is of the opinion that in view of the continuous threat of a recurrence of these disastrous flood conditions, approval should be granted for the first phase of the plan and a small authorization should be provided to permit starting construction of the most urgent features which will in themselves provide needed flood relief. This will also afford the State and local agencies the opportunity to proceed with the legal arrangements for their share of the work.

APPROACHES TO CERTAIN BRIDGES ON ARKANSAS RIVER

The bill as passed by the House contains a modification of existing projects for flood protection on the Arkansas River which were authorized by section 10 of the Flood Control Act approved December 22, 1944. That modification is intended to reestablish the general distribution of Federal and local participation in the first cost of alterations to highway bridges and approaches at Morrilton and at Van Buren-Fort Smith, as set forth in House Document No. 447, Seventy-eighth Congress. The present estimated cost of these alterations is \$571,000. United States Highways 64 and 71 are strategic highways and State Highway No. 9 is a secondary Federal-aid road. Due to changes in design of the structures, channel changes caused by floods, and the emergency nature of accomplishing these alterations in a satisfactory manner at an early date, the committee believes that a Federal contribution to the modifications on a basis of approximately 50 percent is desirable and, therefore, recommends that the figure in the House bill be raised from \$200,000 to \$300,000.

BRADENS BEND, OKLA.

Location.—Bradens Bend is a sharp turn in the Arkansas River about 8 miles southwest (upstream) from Fort Smith, Ark.

Existing project.—The approved multiple-purpose plan for the Arkansas River Basin, as described in House Document No. 758, provides for navigation by means of locks, dams, canals, channel cut-offs, bank-stabilization works, dredging, snagging, and sediment con-

trol. Lock and dam No. 24 will be located several miles downstream from Bradens Bend. Since 1900, local interests have constructed, with varying degrees of success, remedial works, consisting of riprapped dikes, brush mattresses and dikes, concrete paving, and stone riprap. The only work presently effective consists of 7,000 feet of dumped rock riprap constructed in 1931.

Plan of recommended improvement.—The construction of a system of permeable pile dikes with a total length of about 10,000 linear feet,

Estimated cost to United States for construction.—\$1,000,000.

Local cooperation.—That local interests give assurances satisfactory to the Secretary of the Army that they will provide without cost to the United States all lands, easements, and rights-of-way necessary for the construction of the project, and hold and save the United States free from damages due to the construction works.

Annual cost of maintenance to United States.—\$5,000.

Benefits.—The right bank of the Arkansas River has been actively sloughing into the stream since 1900. Active bank caving is now taking place downstream from the existing riprap. The branch line of the Kansas City Southern Railroad has been abandoned because of the bank caving, and United States Highway No. 271 relocated out of the area since it was severed. There now remains about 3,500 feet between the present bank line of the Arkansas River and the Poteau River. An existing draw between the Poteau and Arkansas Rivers would provide a pilot channel for the Arkansas River to change its course into the Poteau River, forming a double channel and isolating upward of 7,300 acres of high quality cultivated farm land comprising 45 farm units. This would have a detrimental effect on construction of the authorized navigation project at a later date.

Remarks.—Existing legislation limits emergency expenditures on works of this type to \$50,000 at any one location. Measures for prevention of further caving in this area will be necessary under the authorized project for improvement of the Arkansas River. The dike system proposed will prevent this caving and tend to cause the river to return to its original channel because of the accretions behind the dikes. The committee considers this project to be of an emergency nature and recommends its adoption.

RED RIVER OF THE NORTH DRAINAGE BASIN, MINN. AND N. DAK.

Location.—Red River of the North is formed by the confluence of Otter Tail and Bois de Sioux Rivers at Wahpeton, N. Dak., and Breekenridge, Minn. It flows 400 miles to the international boundary between the United States and Canada, thence northeast 155 miles to Lake Winnipeg in Canada.

Report authorized by.—Flood control acts approved August 11, 1939, August 18, 1941, December 22, 1944, and July 24, 1946; the River and Harbor Act approved March 2, 1945; and a resolution of the Committee on Commerce of the United States Senate adopted December 1, 1938.

Existing project.—The Lake Traverse and Bois de Sioux River project, which is substantially complete is the only flood-control project constructed in the basin by the Corps of Engineers. Other flood control projects located in the basin and authorized for construction by the Corps of Engineers include the Baldhill Reservoir on Shey-

enne River, improvements on Red Lake and Clearwater Rivers, including the control of Red Lakes, and reservoirs on Park, Pembina, and Tongue Rivers.

Approximately 95 water conservation projects within the North Dakota portion of the basin and 50 in Minnesota have been constructed by the two States with aid from various Federal relief agencies.

Plan of recommended improvement.—Provides for channel clearing, enlargement and realinement and construction of levees and flood walls along certain sectors of the main stem and of its major tributaries in Minnesota and North Dakota and construction of a multiple-purpose reservoir with the dam at mile 38.6 on the Otter Tail River, Minn.

Estimated cost to United States for construction.—\$9,928,000.

Local cooperation.—Provided that responsible local interests give assurances satisfactory to the Secretary of the Army that they will: (a) provide without cost to the United States all lands, easements, rights-of-way and spoil-disposal areas necessary for the construction and subsequent maintenance of the proposed channel and levee improvements, when and as required; (b) hold and save the United States free from damages due to the construction and subsequent maintenance of those works; (c) maintain and operate all of the channel and levee improvement works after completion in accordance with regulations prescribed by the Secretary of the Army; and (d) make at their own expense all necessary changes to utilities, highways, and bridges, including approaches, and provided further that improvement at any of the localities recommended may be undertaken independently of the others whenever funds for that purpose are available and the prescribed local cooperation has been provided. The estimated cost to local interests is \$2,337,000.

Annual cost of maintenance to the United States.—\$6,200.

Benefits.—Average annual benefits are estimated at \$1,025,000. This amount when compared with average annual charges of \$546,330 yields an average annual benefit-cost ratio of 1.88. The committee is convinced that flood control and water conservation in the Red River Drainage Basin are desirable for the economic welfare of the citizens of the area. This area is subject to destructive floods, and the inadequate water supply has restricted its development. The flood of May 1948 caused damages in the valley estimated at \$10,000,000 on the 2,000,000 acres of land subject to inundation. The proposed plan of improvements would provide the needed relief. Approval of the entire plan is needed from an emergency standpoint. The committee recommends sufficient authorization to construct the most beneficial units of the plan as an early stage of the development.

MISSOURI RIVER IN VICINITY OF MINERS BEND, NEBR. AND S. DAK.

Location.—Miners Bend is located on the Missouri River about 16 miles upstream from Sioux City, Iowa, about 4 miles east of Ponca, Nebr., and immediately upstream from Kenslers Bend.

Existing project.—There is no Federal project for flood protection in Miners Bend. There is an authorized project for bank protection works now under construction immediately downstream from this location known as Kenslers Bend, Nebr., to Sioux City, Iowa.

Plan of recommended improvement.—The proposed project consists of a system of dikes and revetment to control erosion and prevent loss of farm lands from eaving banks in Ponca and Miners Bends on the Missouri River over a distance of about 9 miles. Construction of about 6 miles of revetment and 5,000 linear feet of dikes is contemplated. The project ties into the bluff line in Ponca Bend well above the critical area.

Estimated cost to United States for construction.—\$3,000,000.

Local cooperation.—That responsible local agencies furnish assurances satisfactory to the Secretary of the Army that they will (a) provide without cost to the United States all lands, easements, and rights-of-way necessary for construction of the works; (b) hold and save the United States free from damages due to the construction works; and (c) maintain and operate all the works after completion in accordance with regulations prescribed by the Secretary of the Army.

Annual cost of maintenance to United States.—None.

Benefits.—Erosion in this vicinity is an ever-present problem from which there can be no respite until the river is brought under control. Active erosion is in progress in the two river bends comprising this project, where the bank has receded as much as 1,400 feet during the past 3 years. Many acres of cropland have already been destroyed as well as forcing the moving of a number of farm buildings to prevent their destruction. The project extends upstream to the bluff line which will insure that the revetment will not be flanked, and will provide a proper entry of flow into Miners and Kenslers Bends below. The project has been correlated with existing navigation structures below Sioux City, and can be readily incorporated into any extension of navigation upstream therefrom. The annual benefits are estimated at about \$250,000 annually, and accrue from elimination of erosion threat to over 17,000 acres of agricultural land; increase in value of riparian lands by protection from erosion; reclamation of riparian lands due to reduction of channel width; and securing the structures in the Kenslers Bend project. The benefit to cost ratio is 1.68. The committee desires to emphasize the emergency nature of this project and recommend its adoption.

SOUTH PLATTE RIVER AND TRIBUTARIES, COLORADO, WYOMING, AND NEBRASKA

(H. Doc. No. 669, 80th Cong., 2d sess.)

Location.—The South Platte River draining an area of 24,030 square miles, rises on the Continental Divide in central Colorado and flows northeasterly to its confluence with North Platte River at North Platte, Nebr. Population of the basin in 1940 was 665,644, of which 67 percent resided in municipalities of 2,500 or more inhabitants. Denver, with a population of 350,000 is the principal industrial center. The basin is rich in natural resources.

Report authorized by.—Flood Control Act approved August 11, 1939.

Existing project.—Federal improvement of Cherry Creek, Colo., a tributary of South Platte River, to provide flood control for the city of Denver and storage of water for conservation purposes, and of Bear Creek to provide local flood protection for Morrison, Colo., have been authorized. Levee repair work along both banks of South Platte River between Sand and Clear Creeks was completed in 1943.

The Bureau of Reclamation has under construction, the Colorado-Big Thompson transmountain diversion project. Numerous improvements for water supply, power development and irrigation have been constructed by local interests.

Plan of recommended improvement.—Provides for the construction of the following works of improvement: (a) Reservoir at the Chatfield Dam site, (b) Continuous levee system along the South Platte River, between the Chatfield Dam site and St. Vrain Creek, (c) Channel improvements along South Platte River below St. Vrain Creek, (d) Channel improvement and related works at Boulder, Colo., and (e) Levee and appurtenant works at Eric, Colo.

Estimated cost to the United States for construction.—\$49,432,000.

Local cooperation.—Provided that responsible local interests give assurances satisfactory to the Secretary of the Army that they will, with respect to the levees, channel improvements and other local protective works: (a) Provide without cost to the United States all necessary lands, easements and rights-of-way; (b) hold and save the United States free from damage due to the construction works; (c) maintain and operate the works after completion in accordance with regulations prescribed by the Secretary of the Army; and (d) make a cash contribution equal to the cost of construction of all nonflood features which are provided at the request of local interests. The estimated cost to local interests is \$2,872,000.

Annual cost of maintenance to the United States.—\$52,400.

Benefits.—The proposed improvements in conjunction with projects already authorized or constructed will provide a high degree of flood protection for the cities of Denver, Boulder, and Erie, Colo., as well as for the agricultural areas along the South Platte River between the Chatfield Dam site and the authorized Narrows Reservoir which are subject to flood damages. The committee believes that flood and sediment control is essential for protection of the valley. Approval of the plan with a small authorization for appropriations to construct certain emergency elements, and to prosecute plans on other features is recommended.

WILLAMETTE RIVER BASIN

DETROIT RESERVOIR, OREG., POWER FEATURES

Location.—On North Santiam River 60 miles above its mouth. North Santiam River rises in Marion and Linn Counties, Oreg., on the western slope of the Cascade Range, flows north and west for 85 miles and unites with South Santiam River to form the Santiam River, which 10 miles downstream enters Willamette River 108 miles above its mouth. The drainage area above the Detroit Reservoir is 438 square miles.

Existing project.—The existing project provides for the construction of a dam with provisions for future power generating facilities. The dam will be of concrete gravity type 1,580 feet long and 370 feet high. The spillway is an integral part of the dam and will be controlled by radial gates. The outlet works will consist of gate controlled conduits through the dam. Power penstocks are provided through the dam to the future power house site located on the right bank immediately downstream from the dam.

Plan of recommended improvement.—Provides for modification of the existing project to include installation of power-generating facilities

at the site to permit installation of 100,000 kilowatts of generating capacity at the site. In addition 16,000 kilowatts of capacity would be installed at a reregulating reservoir at the Big Cliff site 2.8 miles downstream from the Detroit Dam. The reregulating reservoir is essential for production of power at the Detroit project in order to prevent damage downstream from the irregular discharges which must be made from Detroit Reservoir for maximum efficiency in power generation.

Estimated cost to the United States for construction.—The estimated cost of the Detroit Reservoir is \$46,347,000. A total of \$5,427,100 has been appropriated to date. The estimated cost of the power features including the Big Cliff reregulating reservoir is \$19,030,000.

Local cooperation.—None required.

Benefits.—The Detroit Reservoir is one of the elements of the system of flood control and multipurpose reservoirs in the Willamette River Basin. It is advantageously located with respect to a power market area, and a major transmission network exists in that vicinity. The needed additional power-generating capacity in the Pacific Northwest is critical and will become more acute in the next few years. The proposed power installation would generate 443,100,000 kilowatt-hours annually which would have a value of \$1,657,000. The ratio of benefits to costs is 1.57 to 1.0.

Remarks.—The total estimated Federal cost for the installation of power facilities including a reregulating dam at Detroit Reservoir is \$19,030,000. Additional monetary authorization for this work need not necessarily be included in the bill since the available monetary authorization for the comprehensive plan for the Willamette River Basin, for which appropriations have not yet been made, is sufficient to cover the initial items of work on the installation of power facilities which might be undertaken in the near future. Approval of the inclusion of power, however, is urgently needed to permit this work to go ahead.

MISSISSIPPI RIVER, BATON ROUGE TO THE GULF OF MEXICO BARGE
CHANNEL THROUGH DEVILS SWAMP, LA.

This project for a barge channel to expand harbor facilities at Baton Rouge was authorized in the River and Harbor Act approved July 24, 1946. It is included in this act to incorporate it in the comprehensive plan for flood control and improvements of the Mississippi River in its alluvial valley authorized by the act of May 15, 1928, as amended and expanded by subsequent legislation. The improvement contemplated is similar in character to the authorized improvements at Memphis, Tenn.; Greenville, Miss.; and Vicksburg, Miss., all of which are integral parts of the comprehensive plan for the lower Mississippi River. The improvement provides for a channel 12 feet deep and 300 feet wide, extending a distance of 5 miles through Devils Swamp at Baton Rouge, La.,

ST. FRANCIS RIVER, MISSOURI AND ARKANSAS, FOR FLOOD CONTROL ON
THE L'ANGUILLE RIVER

Location.—L'Anguille River rises on Crowleys Ridge near Jonesboro, Ark., flows southeasterly 112 miles to enter St. Francis River about 12 miles upstream from the Mississippi River. L'Anguille

River drains an area of approximately 970 square miles. Population of the basin is estimated at 50,000, of which about 70 percent is rural. Farming is the principal occupation. With the exception of the cotton-producing area in the St. Francis River backwater area, the principal crop is rice. The basin is served by three railroads and a network of arterial highways and graveled and graded roads.

Report authorized by.—Flood Control Committee resolution of the House of Representatives adopted September 18, 1944.

Existing project.—The project, "Mississippi River and tributaries," adopted in 1928, as subsequently modified, provides for flood protection of the alluvial valley above Head of Passes and for levee work from Cape Girardeau, Mo., to Rock Island, to limits of backwater effect of the Mississippi River. It provides for flood protection of the St. Francis River Basin above the mouth of St. Francis Bay and on Little and Tyronza Rivers.

Plan of recommended improvement.—The plan of improvement provides for clearing, enlargement, and realignment as required of L'Anguille River below mile 108, Brushy Creek below mile 6, and First Creek below mile 8, to convey flood flows at stages sufficiently low to facilitate drainage of areas outside the first bottoms of the flood plain above the limit of Mississippi and St. Francis Rivers backwater.

Estimated cost to the United States for construction.—\$5,100,000.

Local cooperation.—Provided that local interests furnish without cost to the United States, all lands, easements, and rights-of-way required for construction of the improvements and maintain all works after completion.

Annual cost of maintenance to the United States.—None.

Benefits.—Plan of improvement will furnish effective drainage for some 80,000 acres of cropland with attendant increase in crop production estimated at \$1,200,000 annually at 1945 prices of which about \$600,000 reasonably may be considered due to the improvement. The proposed improvement will afford adequate drainage for some 160,000 acres of flat woodland well adapted for development as rice lands which if put to agricultural use reasonably may be expected to produce new crop values of some \$6,000,000 at 1945 prices. Annual benefits have been revised to reflect present prices and are now estimated at \$800,000 and when compared with the annual charges indicate a favorable benefit to cost ratio of 3.2 to 1.

RIO GRANDE AND TRIBUTARIES, COLORADO AND NEW MEXICO

Location.—The Rio Grande rises in the Rocky Mountains in southern Colorado, flows southeast through Colorado, a distance of 182 miles and thence 465 miles southward across New Mexico to El Paso, Tex. The drainage area above El Paso is 38,964 square miles, of which 31,476 are in New Mexico. The population of the basin above El Paso was about 272,500 in 1946. Albuquerque is the largest city with a population of 41,000 and Santa Fe, the capital of New Mexico, has a population of 31,000. Major occupations are large-scale ranching and irrigation farming. Major irrigated crops are alfalfa, native hay, cotton, corn, small grains, vegetables, and fruits.

Report authorized by.—Flood Control Act approved August 18, 1941.

Existing project.—The only flood-control project under the jurisdiction of the Corps of Engineers in the basin is one for local protection at Creede, Colo., authorized by the Flood Control Act of December 22, 1941. The Bureau of Reclamation has completed the Elephant Butte and Caballo Reservoirs and additional work in the basin, and was authorized by the Interior Appropriation Act of 1941 to construct the San Luis Valley project in Colorado. Other Federal agencies and local interests have completed works for soil conservation, wildlife refuges, and irrigation.

Plan of recommended improvement

Project ¹	Federal	Non-Federal	Total
Chamita Reservoir-----	\$30, 833, 000	-----	\$30, 833, 000
Jemez Reservoir-----	7, 201, 000	-----	7, 201, 000
Rio Grande floodway-----	11, 526, 000	\$181, 000	11, 707, 000
Bluewater floodway-----	200, 000	² 75, 200	275, 200
Rehabilitation work-----	18, 233, 000	-----	18, 233, 000
Miscellaneous work-----	1, 525, 000	-----	1, 525, 000
Total-----	69, 518, 000	256, 200	70, 328, 849

¹ Based on December 1947 prices.

² \$75,000 is a cash contribution and \$200 is lands and damages.

Local cooperation.—Local interests are required to give the customary assurances in connection with flood-control projects covering lands, damages, and highway and highway-bridge alterations for channel and levees in addition to maintaining and operating all levees in the Bluewater floodway. They must also contribute in cash \$75,000 to the cost of constructing a culvert which is part of the Bluewater floodway project. Total estimated non-Federal cost is \$256,200.

Annual cost of maintenance to the United States.—\$589,000.

Benefits.—The plan will provide for the development of the water resources of the Rio Grande Basin and the flood-control phase of the plan covered in this report will provide improvements essential to the economic welfare of the inhabitants of the basin. The ratio of average annual benefits to average annual costs is 1.2 to 1.

Remarks.—The plan has been coordinated among the Federal and State agencies concerned and all are in agreement. Construction of the entire plan would be a joint undertaking of the Department of the Army and the Department of the Interior. The committee is of the opinion that flood and sediment control in the Rio Grande Basin is essential for protection of the valley lands. Sedimentation of the stream bed has raised ground-water levels in the valley and caused abandonment of large agricultural areas and increased damages from floods. The comprehensive plan worked out by State, Federal, and local officials would reduce flood damages and permit continued use of a large area for agricultural and other purposes. Approval of the plan with small authorization to construct emergency features and prosecute plans for certain remaining items is believed desirable and the committee so recommends.

PRELIMINARY EXAMINATIONS AND SURVEYS (SEC. 204)

The committee gave careful consideration to all preliminary examination and survey items added to section 204. The following named localities were added: Two Mile Creek, Oreg.; Aroostook River and tributaries, Maine; Beaver Creek, Lincoln County, Oreg.; Skinner Creek, at and in the vicinity of Mannesville, N. Y.; Steinhatchee and Fenholloway Rivers, Fla.

APPROPRIATIONS AUTHORIZED

Section 207 which contains the limiting authorization of \$25,000,000 for flood-control projects in title II has been amended by increasing this amount to \$65,000,000 in order to include the projects added by the Senate committee.



Calendar No. 1636

80TH CONGRESS
2D SESSION

H. R. 6419

[Report No. 1568]

IN THE SENATE OF THE UNITED STATES

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on Public Works

JUNE 9 (legislative day, JUNE 1), 1948

Reported by Mr. MALONE, with amendments

[Omit the part struck through and insert the part printed in italic]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood con-
6 trol, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports

1 hereinafter designated: *Provided*, That the provisions of
2 section 1 of the River and Harbor Act approved March 2,
3 1945 (Public, Numbered 14, Seventy-ninth Congress, first
4 session), shall govern with respect to projects authorized in
5 this title; and the procedures therein set forth with respect to
6 plans, proposals, or reports for works of improvement for
7 navigation or flood control and for irrigation and purposes
8 incidental thereto, shall apply as if herein set forth in full:

9 Beals Harbor, Maine; House Document Numbered 553,
10 Eightieth Congress;

11 Cape Porpoise Harbor, Maine; House Document Num-
12 bered 555, Eightieth Congress;

13 Channel from Buzzards Bay to Buttermilk Bay, Mas-
14 sachusetts; House Document Numbered 552, Eightieth
15 Congress;

16 Falmouth Harbor, Massachusetts; House Document
17 Numbered 566, Eightieth Congress;

18 Provincetown Harbor, Massachusetts; House Document
19 Numbered 600, Eightieth Congress;

20 Taunton River, Massachusetts; House Document Num-
21 bered 196, Eightieth Congress;

22 Harbor of refuge at Point Judith, Rhode Island; Senate
23 Document Numbered 15, Eightieth Congress;

24 Westcott Cove, Connecticut; House Document Num-
25 bered 379, Eightieth Congress;

1 Greenwich Harbor, Connecticut; House Document Num-
2 bered 272, Eightieth Congress;

3 Rock Hall Harbor, Maryland; House Document Num-
4 bered 273, Eightieth Congress;

5 Chester River, Maryland (channel from Kent Island
6 Narrows to Wells Cove) ; House Document Numbered 380,
7 Eightieth Congress;

8 Cambridge Harbor, Maryland; House Document Num-
9 bered 381, Eightieth Congress;

10 Honga River and Tar Bay, Maryland; House Docu-
11 ment Numbered 580, Eightieth Congress;

12 Bransons Cove, Lower Machodoc River, Virginia;
13 House Document Numbered 420, Eightieth Congress;

14 Deep Creek, Warwick County, Virginia; House Docu-
15 ment Numbered 601, Eightieth Congress;

16 Norfolk Harbor, Southern Branch of Elizabeth River,
17 Virginia; House Document Numbered 545, Eightieth
18 Congress;

19 Stumpy Point Bay, North Carolina; House Document
20 Numbered 422, Eightieth Congress;

21 Inland Waterway, Beaufort to Cape Fear River, North
22 Carolina, including waterway to Jacksonville, North Caro-
23 lina; House Document Numbered 421, Eightieth Congress;

24 *Winyah Bay, South Carolina; in accordance with the*
25 *report on file in the Office of the Chief of Engineers.*

1 Saint Andrew Bay, Florida; House Document Num-
2 bered 559, Eightieth Congress;

3 *Gulfport Harbor, Mississippi; in accordance with the*
4 *report of the Chief of Engineers dated April 20, 1948;*

5 *Harrison County, Mississippi, Shore protection; in ac-*
6 *cordance with the report of the Chief of Engineers dated*
7 *March 8, 1948.*

8 Galveston Harbor, Texas; House Document Numbered
9 561, Eightieth Congress;

10 Galveston Channel, Texas; House Document Numbered
11 561, Eightieth Congress;

12 Texas City Channel, Texas; House Document Num-
13 bered 561, Eightieth Congress;

14 Houston Ship Channel, Texas; House Document Num-
15 bered 561, Eightieth Congress;

16 Port Aransas-Corpus Christie Waterway, Texas; House
17 Document Numbered 560, Eightieth Congress;

18 *Mississippi River at Fort Madison, Iowa; House Docu-*
19 *ment Numbered 661, Eightieth Congress;*

20 Grand Traverse Bay, Michigan (in the vicinity of
21 Traverse City); House Document Numbered 546, Eightieth
22 Congress;

23 *Port Wing Harbor, Wisconsin; House Document Num-*
24 *bered 668; Eightieth Congress;*

1 Dunkirk Harbor, New York; House Document Num-
2 bered 632, Eightieth Congress;

3 *Oswego Harbor, New York; in accordance with the re-*
4 *port of the Chief of Engineers dated May 10, 1948;*

5 Halfmoon Bay, California; House Document Numbered
6 644, Eightieth Congress;

7 Noyo River and Harbor, California; House Document
8 Numbered 586, Eightieth Congress;

9 Tillamook Bay and Bar, Oregon (channel to, and boat
10 basin at, Garibaldi) ; House Document Numbered 650,
11 Eightieth Congress;

12 Umpqua River, Oregon (channel to, and basin in, Win-
13 chester Bay) ; Senate Document Numbered 154, Eightieth
14 Congress;

15 Coos Bay, Oregon (Charleston Channel) ; House Docu-
16 ment Numbered 646, Eightieth Congress;

17 Coos and Millicoma Rivers, Oregon; Senate Document
18 Numbered 124; Eightieth Congress;

19 Skipanon Channel, Oregon (at Warrenton) ; Senate
20 Document Numbered 93, Eightieth Congress;

21 Smith River, Oregon; Senate Document Numbered 94
22 Eightieth Congress;

23 Grays Harbor and Chehalis River, Washington; House
24 Document Numbered 635, Eightieth Congress.

1 SEC. 102. That hereafter direct allotments from appro-
2 priations for the maintenance and improvement of existing
3 river and harbor works, or from other available appropria-
4 tions, may be made by the Secretary of the Army for the
5 collection and removal of drift in Baltimore Harbor and its
6 tributary waters, and this work shall be carried out as a
7 separate and distinct project.

8 SEC. 103. That the existing project for the Neches and
9 Angelina Rivers, Texas, adopted in the River and Harbor
10 Act approved March 2, 1945, is hereby modified so as to
11 provide that the local agency which gives assurances that
12 upon completion of the entire project it will contribute
13 toward the first cost of the work the sum of \$5,000,000,
14 shall be permitted to withdraw from the pool of dam B not
15 to exceed two thousand cubic feet of water per second for
16 its own use.

17 *SEC. 104. In the prosecution of the work for the improve-*
18 *ment of Bayou Carlin, Louisiana, in accordance with project*
19 *adopted by the River and Harbor Act of March 2, 1945,*
20 *the Chief of Engineers is hereby authorized to protect the*
21 *piers of the railway bridge crossing Bayou Carlin at*
22 *Delcambre, Louisiana.*

23 SEC. 105. That the laws of the United States relating
24 to the improvement of rivers and harbors passed since June,
25 25, 1938, shall be compiled under the direction of the Sec-

1 retary of the Army and the Chief of Engineers and printed
2 for use of the Department of the Army.

3 SEC. 106. That not to exceed \$5,000 annually of the
4 funds appropriated for rivers and harbors shall be available
5 for the support and maintenance of the Permanent Inter-
6 national Commission of the Congresses of Navigation and
7 for the payment in amounts approved by the Chief of Engi-
8 neers of the expenses of the properly accredited delegates of
9 the United States to the meetings of the congresses and of
10 the Commission.

11 SEC. 107. The dam site known as Foster Creek Dam
12 on the Columbia River authorized in the River and Harbor
13 Act of July 24, 1946, shall hereafter be known as the Chief
14 Joseph Dam, and any law, regulation, document, or record
15 of the United States in which such dam is designated or
16 referred to under the name of Foster Creek Dam shall be
17 held to refer to such dam under and by the name Chief
18 Joseph Dam.

19 SEC. ~~104~~ 108. The Secretary of the Army is hereby au-
20 thorized and directed to cause preliminary examinations and
21 surveys to be made at the following-named localities, the
22 cost thereof to be paid from appropriations heretofore or
23 hereafter made for such purposes: *Provided*, That no pre-
24 liminary examination, survey, project, or estimate for new
25 works other than those designated in this title or some prior

1 Act or joint resolution shall be made: *Provided further*, That
2 after the regular or formal reports made as required by law
3 on any examination, survey, project, or work under way or
4 proposed are submitted, no supplemental or additional report
5 or estimate shall be made unless authorized by law: *Provided*
6 *further*, That the Government shall not be deemed to have
7 entered upon any project for the improvement of any water-
8 way or harbor mentioned in this title until the project for
9 the proposed work shall have been adopted by law: *Provided*
10 *further*, That reports of surveys on beach erosion and shore
11 protection shall include an estimate of the public interests
12 involved, and such plan of improvement as is found justified,
13 together with the equitable distribution of costs in each case:
14 *And provided further*, That this section shall not be con-
15 strued to interfere with the performance of any duties vested
16 in the Federal Power Commission under existing law:

17 Dosoris Creek, New York;

18 Tolchester Beach area, Maryland;

19 Little Magothy River, Maryland;

20 Holdens Creek, Virginia;

21 Hacks Creek, Northumberland County, Virginia;

22 Back River, York County, Virginia, and channel con-
23 necting Back River with Front Cove;

24 Bennetts Creek, York County, Virginia;

Powells Bay, Accomack County, Virginia, at Wisharts Point, and channel connecting said bay with the "Ballast"; Fishermans Bay, Lopez Island, Washington.

SEC. ~~105~~ 109. Title I may be cited as the "River and Harbor Act of 1948".

TITLE II—FLOOD CONTROL

SEC. 201. That section 3 of the Act approved June 22, 1936 (Public, Numbered 738, Seventy-fourth Congress) as amended by section 2 of the Act approved June 28, 1938 (Public, Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, and except as otherwise provided by law: *Provided*, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of

1 December 22, 1944 (Public, Numbered 534, Seventy-eighth
2 Congress, second session), shall govern with respect to proj-
3 ects authorized in this title; and the procedures therein set
4 forth with respect to plans, proposals, or reports for works of
5 improvement for navigation or flood control and for irrigation
6 and purposes incidental thereto shall apply as if herein set
7 forth in full.

8 It is hereby declared to be the policy of the Congress
9 that the following provisions shall be observed:

10 No project or any modification not authorized, of a
11 project for flood control or rivers and harbors, shall be
12 authorized by the Congress unless a report for such project
13 or modification has been previously submitted by the Chief
14 of Engineers, United States Army, in conformity with
15 existing law.

16 SEC. 203. That the following works of improvement for
17 the benefit of navigation and the control of destructive flood-
18 waters and other purposes are hereby adopted and author-
19 ized to be prosecuted under the direction of the Secretary
20 of the Army and the supervision of the Chief of Engineers
21 in accordance with the plans in the respective reports here-
22 inafter designated and subject to the conditions set forth
23 therein: *Provided*, That the necessary plans, specifications,
24 and preliminary work may be prosecuted on any project
25 authorized in this title with funds from appropriations here-

1 tofore or hereafter made for flood control so as to be ready
2 for rapid inauguration of a construction program: *Provided*
3 *further*, That the projects authorized herein shall be initiated
4 as expeditiously and prosecuted as vigorously as may be
5 consistent with budgetary requirements: *And provided*
6 *further*, That pen stocks and other similar facilities adapted
7 to possible future use in the development of hydroelectric
8 power shall be installed in any dam authorized in this title
9 for construction by the Department of the Army when
10 approved by the Secretary of the Army on the recommenda-
11 tion of the Chief of Engineers and the Federal Power Com-
12 mission:

13 *DELAWARE RIVER BASIN*

14 *The plan for flood protection on the Lackawaxen River,*
15 *Pennsylvania, is hereby authorized substantially in accord-*
16 *ance with the recommendations of the Chief of Engineers in*
17 *House Document Numbered 113, Eightieth Congress, first*
18 *session, and there is authorized to be appropriated the sum*
19 *of \$6,150,000 for partial accomplishment of that plan.*

20 *SUSQUEHANNA RIVER BASIN*

21 *The project for local flood protection at Wilkes-Barre*
22 *and Hanover Township, Pennsylvania, authorized by the*
23 *Flood Control Act approved June 22, 1936, in accordance*
24 *with House Document Numbered 308, Sixty-ninth Congress,*
25 *first session, is hereby modified to provide for raising a por-*

1 *tion of the river front section of the protective levee to provide*
2 *a uniform degree of protection throughout its length at an*
3 *estimated cost to the United States of \$250,000 and subject*
4 *to the conditions of local cooperation prescribed for that proj-*
5 *ect in the Act approved June 22, 1936.*

6 *CENTRAL AND SOUTHERN FLORIDA*

7 *The project for Caloosahatchee River and Lake Oke-*
8 *chobee drainage areas, Florida, authorized by the River*
9 *and Harbor Act of July 3, 1930, as amended, is hereby*
10 *modified and expanded to include the first phase of the com-*
11 *prehensive plan for flood control and other purposes in cen-*
12 *tral and southern Florida as recommended by the Chief of*
13 *Engineers in his report dated February 19, 1945, subject to*
14 *the conditions of local cooperation prescribed therein, and*
15 *there is hereby authorized to be appropriated the sum of*
16 *\$16,300,000 for partial accomplishment of said plan.*

17 *ARKANSAS RIVER BASIN*

18 *The projects for flood protection at Carthage and Monett,*
19 *Missouri, in the Arkansas River Basin are hereby authorized*
20 *substantially in accordance with the recommendations of the*
21 *Chief of Engineers in House Document Numbered 445,*
22 *Eightieth Congress, at an estimated cost of \$740,000.*

23 *The projects for local flood protection on the Arkansas*
24 *River authorized by the Flood Control Act approved De-*
25 *cember 22, 1944, in accordance with House Document*

1 Numbered 447, Seventy-eighth Congress, are hereby modi-
2 fied to provide that the United States will participate in the
3 cost of raising the approaches to the highway bridges across
4 the Arkansas River at Morrilton and at Van Buren-Fort
5 Smith in an amount not to exceed ~~\$200,000~~ \$300,000.

6 *The Chief of Engineers is authorized to construct, as an*
7 *emergency measure, bank protection and control works at*
8 *Bradens Bend, Oklahoma, in accordance with plans on file*
9 *in the office of the Chief of Engineers, at an estimated cost*
10 *of \$1,000,000, as a part of the multiple-purpose plan for*
11 *the Arkansas River and tributaries, Arkansas and Oklahoma.*
12 *authorized by the River and Harbor Act approved July 24,*
13 *1946, and the authorization for appropriation for the Arkan-*
14 *sas River Basin is hereby increased accordingly.*

15 UPPER MISSISSIPPI RIVER BASIN

16 The project for flood protection at South Beloit, Illinois,
17 on the Rock River is hereby authorized substantially in
18 accordance with the recommendations of the Chief of Engi-
19 neers in House Document Numbered 112, Eightieth Con-
20 gress, at an estimated cost of \$100,000.

21 The project for flood protection on the Henderson River,
22 Illinois, is hereby authorized substantially in accordance
23 with the recommendations of the Chief of Engineers in House
24 Document Numbered 245, Eightieth Congress, at an
25 estimated cost of \$1,520,000.

1 The project for flood protection at and in the vicinity
 2 of Aitkin, Minnesota, on the Mississippi River is hereby
 3 authorized substantially in accordance with the recommenda-
 4 tions of the Chief of Engineers in House Document Num-
 5 bered 599, Eightieth Congress, at an estimated cost of
 6 \$1,680,000.

7 RED RIVER OF THE NORTH

8 *The comprehensive plan for flood control and other*
 9 *purposes in the Red River of the North drainage basin,*
 10 *North Dakota, South Dakota, and Minnesota as set forth*
 11 *in the report of the Chief of Engineers dated May 24, 1948,*
 12 *is approved and there is hereby authorized the sum of*
 13 *\$2,000,000 for the partial accomplishment of that plan.*

14 OHIO RIVER BASIN

15 The local flood-protection works at and in the vicinity
 16 of Uniontown, Pennsylvania, on Redstone Creek, are hereby
 17 authorized substantially in accordance with the recom-
 18 mendations of the Chief of Engineers in House Document
 19 Numbered 301, Eightieth Congress, at an estimated cost of
 20 \$1,015,000.

21 The project for flood protection at Rosiclare, Illinois,
 22 on the Ohio River is hereby authorized substantially in
 23 accordance with the recommendations of the Chief of Engi-
 24 neers in Senate Document Numbered 125, Eightieth Con-
 25 gress, at an estimated cost of \$500,000.

MISSOURI RIVER BASIN

The project for bank protection on the Missouri River from Kenslers Bend, Nebraska, to Sioux City, Iowa, authorized by the Act approved August 18, 1941, is hereby modified and extended upstream to include Miners Bend and vicinity, South Dakota and Nebraska, in accordance with plans on file in the office of the Chief of Engineers at an estimated cost of \$3,000,000.

The projects for flood control and other purposes in the South Platte River Basin, Colorado, Wyoming, and Nebraska as set forth in House Document Numbered 669, Eightieth Congress, second session, are approved and there is hereby authorized the sum of \$3,000,000 for partial accomplishment of these projects.

GREAT LAKES BASIN

The project for flood protection at Batavia and vicinity, New York, on Tonawanda Creek is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 46, Eightieth Congress, at an estimated cost of \$565,000.

The project for flood protection at Dansville and vicinity, New York, on Canaseraga Creek, a tributary of the Genesee River, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House

1 Document Numbered 206, Eightieth Congress, at an esti-
2 mated cost of \$165,000.

3 The project for flood protection and other purposes on
4 Red Run, a tributary of the Clinton River, Michigan, is
5 hereby authorized substantially in accordance with the
6 recommendations of the Chief of Engineers in House Docu-
7 ment Numbered 628, Eightieth Congress, at an estimated
8 cost of \$1,010,000.

9 The project for protection of the Reno Beach-Howards
10 Farm area and adjacent areas, Lucas County, Ohio, from
11 floods caused by frequent windstorms and from increases in
12 the lake level of Lake Erie, is hereby authorized substan-
13 tially in accordance with the recommendations of the Chief
14 of Engineers in House Document Numbered 554, Eightieth
15 Congress, at an estimated cost of \$330,000.

16 SANTA CLARA RIVER BASIN

17 The project for flood protection along the Santa Clara
18 River and its tributaries, California, is hereby authorized
19 substantially in accordance with the recommendations of the
20 Chief of Engineers in House Document Numbered 443,
21 Eightieth Congress, at an estimated cost of \$4,960,000.

22 GILA RIVER BASIN

23 The project for flood protection at Tucson and vicinity,
24 Arizona, in the Gila River Basin, is hereby authorized sub-
25 stantially in accordance with the recommendations of the

1 Chief of Engineers in House Document Numbered 274,
2 Eightieth Congress, at an estimated cost of \$2,390,000.

3 WILLAMETTE RIVER BASIN

4 *The general comprehensive plan for flood control, navi-*
5 *gation, and other purposes approved by the Flood Control*
6 *Act of June 28, 1938, is hereby modified to provide for the*
7 *installation of hydroelectric power generating facilities, includ-*
8 *ing the construction of a reregulating dam, at Detroit Reser-*
9 *voir on the North Santia River in accordance with plans on*
10 *file in the office of the Chief of Engineers.*

11 LOWER MISSISSIPPI RIVER

12 The project for flood control and improvement of the
13 Lower Mississippi River, adopted by the Act approved May
14 15, 1928, as amended by subsequent Acts, is hereby modi-
15 fied and expanded to include the following ~~item~~ and the
16 ~~authorization for said project is increased accordingly~~ items:

17 (a) The project for improvement of the Mississippi
18 River below Cape Girardeau with respect to the West
19 Tennessee tributaries at an estimated cost of \$7,700,000, is
20 hereby authorized substantially in accordance with the
21 recommendations of the Chief of Engineers in House Docu-
22 ment Numbered 627, Eightieth Congress, and the authori-
23 zation for the Lower Mississippi River project is increased
24 accordingly.

1 (b) *The Devils Swamp project at Baton Rouge, Louisi-*
 2 *ana, at an estimated cost of \$2,000,000, authorized by the*
 3 *River and Harbor Act approved July 24, 1946.*

4 (c) *The project for improvement of the L'Anguille*
 5 *River, Arkansas, at an estimated cost of \$5,100,000 is hereby*
 6 *approved substantially in accordance with the recommen-*
 7 *dations of the Chief of Engineers in his report dated*
 8 *August 22, 1947, and the authorization for the Lower*
 9 *Mississippi River project is increased by \$2,000,000.*

10

RIO GRANDE BASIN

11 *The comprehensive plan for the Rio Grande Basin as*
 12 *set forth in the report of the Chief of Engineers dated April*
 13 *5, 1948, and in the report of the Bureau of Reclamation*
 14 *dated November 21, 1947, all in substantial accord with*
 15 *the agreement approved by the Secretary of the Army and*
 16 *the Acting Secretary of the Interior on November 21, 1947,*
 17 *is hereby approved except insofar as the recommendations*
 18 *in those reports are inconsistent with the provisions of this*
 19 *Act and subject to the authorizations and limitations set forth*
 20 *herein.*

21 *The approval granted above shall be subject to the follow-*
 22 *ing conditions and limitations:*

23 (a) *Construction of the spillway gate structure at*
 24 *Chamita Dam shall be deferred so long as New Mexico shall*
 25 *have accrued debits as defined by the Rio Grande Compact*

1 *and until New Mexico shall consistently accrue credits pur-*
2 *suant to the Rio Grande Compact;*

3 *(b) Chiflo Dam and Reservoir on Rio Grande shall be*
4 *excluded from the Middle Rio Grande project authorized*
5 *herein without prejudice to subsequent consideration of Chiflo*
6 *Dam and Reservoir by the Congress;*

7 *(c) The Bureau of Reclamation, in conjunction with*
8 *other interested Federal agencies, is directed to make studies*
9 *to determine feasible ways and means of reducing nonbene-*
10 *ficial consumption of water by native vegetation in the flood*
11 *plain of the Rio Grande and its principal tributaries above*
12 *Caballo Reservoir; and*

13 *(d) At all times when New Mexico shall have accrued*
14 *debts as defined by the Rio Grande Compact all reservoirs*
15 *constructed as a part of the project shall be operated solely*
16 *for flood control except as otherwise required by the Rio*
17 *Grande Compact, and at all times all project works shall*
18 *be operated in conformity with the Rio Grande Compact*
19 *as it is administered by the Rio Grande Compact Commission.*

20 *In carrying out the provisions of this Act, the Secretary*
21 *of the Interior shall be governed by and have the powers*
22 *conferred upon him by the Federal reclamation laws (Act*
23 *of June 17, 1902, 32 Stat. 388), and Acts amendatory*
24 *thereof or supplementary thereto, except as is otherwise pro-*
25 *vided in this Act or in the reports referred to above. This*

1 *Act shall be deemed a supplement to said Federal reclamation*
2 *laws.*

3 *Approval is granted to the Secretary of the Interior*
4 *subject to the limitations of the authorizations approved from*
5 *time to time for the prosecution of this plan to acquire in*
6 *the name of the United States, by purchase or otherwise,*
7 *any or all of the bonds and other evidences of indebtedness*
8 *of the Middle Rio Grande Conservancy District outstanding*
9 *when such authorizations are approved at such prices and*
10 *on such terms and conditions as he shall deem necessary or*
11 *proper for the protection of the investment of the United*
12 *States and to retire those obligations on such terms and con-*
13 *ditions as he shall likewise deem proper or necessary.*

14 *The Secretary of the Interior, in entering into a contract*
15 *or contracts for the repayment of the reimbursable construc-*
16 *tion costs of the Middle Rio Grande project, now estimated*
17 *at approximately \$18,000,000, shall vary that amount to*
18 *reflect changes in the estimates of those costs occurring prior*
19 *to the date of the contract or contracts and in so doing may,*
20 *if need be, extend the repayment period beyond forty years*
21 *to permit payment of costs in excess of the present estimate.*

22 *Subject to the limitations of authorizations approved*
23 *from time to time for prosecution of this plan, approval is*
24 *granted to the Secretary of the Interior to acquire, on behalf*
25 *of the United States, by purchase or donation, agricultural*

1 *lands owned by the State of New Mexico within the Middle*
2 *Rio Grande project at prices, on terms, and with titles satis-*
3 *factory to him and to develop those lands substantially in*
4 *the manner outlined in the report of the Bureau of Reclama-*
5 *tion referred to above. Lands so acquired shall be resold*
6 *or leased by the Secretary to actual settlers for agricultural*
7 *purposes under rules and regulations prescribed by him*
8 *which rules and regulations shall set out the prices and*
9 *terms of such sales and leases, the qualifications required of*
10 *purchasers and lessees, and other matters relating to the*
11 *disposition and use of these lands, and shall provide a pre-*
12 *ferred right to purchase or lease any tract of such land to*
13 *otherwise qualified persons of the following classes in the*
14 *order here set out, purchasers in any class being preferred*
15 *to lessees in that or any other class:*

16 (1) *The former owner or owners of such tracts, if*
17 *his or their title thereto was divested by reason of sale*
18 *for taxes to the State of New Mexico.*

19 (2) *Honorably discharged veterans of World War*
20 *II who are the sons or daughters of the former owner*
21 *or owners of such tract, if the title of said former owner*
22 *or owners was divested by reason of sale for taxes to*
23 *the State of New Mexico.*

24 (3) *The sons or daughters of the former owner*
25 *or owners of such tract other than those referred to in*

(2) if the title of said former owner or owners was divested by reason of sale for taxes to the State of New Mexico.

(4) Honorably discharged veterans of World War II other than those referred to in (2).

(5) Persons other than those referred to in the clauses above. Any deed executed by the Secretary in favor of any person described under (4) or (5) shall provide that any person described under (1), (2), or (3) shall have the right to purchase any land conveyed by such deed, within a period of ten years after the execution thereof, by (a) paying to the owner the amount or amounts actually paid by him as consideration for such deed and for the actual cost of improvements on such land plus interest at the rate of 6 per centum per annum on such amount or amounts, and (b) assuming any obligations of the owner to the Secretary with respect to such land. Any lease executed by the Secretary under the provisions of this section to any person described under (4) or (5) shall, by its terms, expire not later than five years after the date of its execution. The preferred rights provided for by this section to purchase or lease any land shall continue to be applicable until such land is finally disposed of by the Secretary; but the right of any lessee or purchaser to enter into

possession shall be subject to any rights under any prior lease executed by the Secretary. Moneys accruing from the sale or lease of said lands shall be covered into the reclamation fund in the Treasury.

In the administration of the provisions of this Act all water in the Middle Rio Grande Valley in New Mexico shall be deemed to be useful primarily for domestic, municipal, and irrigation purposes.

Nothing in this Act shall be construed as affecting or abrogating in any way the laws of the State of New Mexico in which the Middle Rio Grande Valley lies, relating to the control, appropriation, or distribution of water used in irrigation or for municipal or other uses, or any vested right therein.

Nothing in this Act shall be construed to abrogate or impair existing obligations of the United States or any agency thereof, including obligations to furnish water for irrigation and obligations to any Indian or tribe or band of Indians whether based on treaty, agreement, or Act of Congress.

There is hereby authorized to be appropriated the sum of \$3,500,000 to be expended by the Department of the Army for the partial accomplishment of the comprehensive plan for the Rio Grande Basin.

SEC. 204. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and

1 surveys for flood control and allied purposes, including chan-
2 nel and major drainage improvements, and floods aggravated
3 by or due to wind or tidal effects to be made under the
4 direction of the Chief of Engineers, in drainage areas of the
5 United States and its Territorial possessions, which include
6 the following-named localities, and the Secretary of Agricul-
7 ture is authorized and directed to cause preliminary examina-
8 tions and surveys for run-off and water-flow retardation and
9 soil-erosion prevention on such drainage areas, the cost
10 thereof to be paid from appropriations heretofore or hereafter
11 made for such purposes: *Provided*, That after the regular or
12 formal reports made on any examination, survey, project, or
13 work under way or proposed are submitted to Congress, no
14 supplemental or additional report or estimate shall be made
15 unless authorized by law except that the Secretary of the
16 Army may cause a review of any examination or survey to
17 be made and a report thereon submitted to the Congress if
18 such review is required by the national defense or by changed
19 physical or economic conditions: *And provided further*, That
20 the Government shall not be deemed to have entered upon
21 any project for the improvement of any waterway or harbor
22 mentioned in this title until the project for the proposed
23 work shall have been adopted by law;

24 Rahway River and its tributaries, New Jersey;

1 Chowan River and its tributaries, Virginia and North
2 Carolina;

3 Pantego Creek and Cucklers Creek, North Carolina;

4 Rice Creek, a tributary of Saint Johns River, Florida;

5 Streams flowing through the Brazoria-Galveston Soil
6 Conservation District, the Trinity Bay Soil Conservation Dis-
7 trict, the Coastal Plains Soil Conservation District, and the
8 Matagorda County Soil Conservation District, Texas, with
9 a view to improvement in the interest of navigation, flood
10 control, and related purposes, including channel and major
11 drainage improvements;

12 Area at and in the vicinity of Texas City, Texas, with
13 a view to providing for its protection against storms and ero-
14 sions, including the protection of the instrumentalities and
15 aids to commerce located there;

16 Au Gres River and tributaries, Michigan;

17 Area at and in the vicinity of Bellevue, Ohio, and the
18 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
19 ties, with a view to the control of floods caused by excess
20 underground and surface waters;

21 Harbors and rivers in Alaska, with a view to determin-
22 ing the advisability of improvements in the interest of navi-
23 gation, flood control, hydroelectric power, and related water
24 uses.

1 *Two Mile Creek, Oregon;*

2 *Aroostook River and tributaries, Maine;*

3 *Beaver Creek, Lincoln County, Oregon;*

4 *Skinner Creek, at and in the vicinity of Mannesville,*
5 *New York;*

6 *Steinhatchee and Fenholloway Rivers, Florida;*

7 *River Rouge and tributaries, Michigan.*

8 SEC. 205. That the Secretary of the Army is hereby
9 authorized to allot from any appropriations heretofore or
10 hereafter made for flood control, not to exceed \$2,000,000 for
11 any one fiscal year, for the construction of small flood-control
12 projects not specifically authorized by Congress, and not
13 within areas intended to be protected by projects so author-
14 ized, which come within the provisions of section 1 of the
15 Flood Control Act of June 22, 1936, when in the opinion of
16 the Chief of Engineers such work is advisable: *Provided,*
17 That not more than \$100,000 shall be allotted for this purpose
18 at any single locality from the appropriations for any one
19 fiscal year: *Provided further,* That the provisions of local
20 cooperation specified in section 3 of the Flood Control Act of
21 June 22, 1936, as amended, shall apply: *And provided*
22 *further,* That the work shall be complete in itself and not
23 commit the United States to any additional improvement
24 to insure its successful operation, except as may result from

1 the normal procedure applying to projects authorized after
2 submission of preliminary examination and survey reports.

3 SEC. 206. That section 5 of the Flood Control Act of
4 August 18, 1941, as amended by section 12 of the Flood
5 Control Act of 1946, is hereby further amended to read
6 as follows:

7 "That the Secretary of the Army is hereby author-
8 ized to allot, from any appropriations heretofore or here-
9 after made for flood control, not to exceed \$2,000,000 for
10 any one fiscal year to be expended in rescue work or in
11 the repair, restoration, or maintenance of any flood-control
12 work threatened or destroyed by flood, including the
13 strengthening, raising, extending, or other modification
14 thereof as may be necessary in the discretion of the Chief
15 of Engineers for the adequate functioning of the work for
16 flood control."

17 SEC. 207. That the sum of ~~\$25,000,000~~ \$65,000,000 is
18 hereby authorized to be appropriated for carrying out im-
19 provements under this title by the Department of the Army,
20 and the sum of \$10,000,000 additional is authorized to be
21 appropriated and expended in equal amounts by the Depart-
22 ments of the Army and Agriculture for carrying out any
23 examination or survey provided for in this title and any other
24 Acts of Congress to be prosecuted by said Departments.

1 SEC. 208. That the sum of \$25,000,000 is hereby
2 authorized to be appropriated as an emergency fund to be
3 expended under the direction of the Secretary of the Army
4 and the supervision of the Chief of Engineers for the repair,
5 restoration, and strengthening of levees and other flood-
6 control works which have been threatened or destroyed by
7 recent floods, or which may be threatened or destroyed by
8 later floods, including the raising, extending, or other modi-
9 fication of such works as may be necessary in the discre-
10 tion of the Chief of Engineers for the adequate functioning
11 of the works for flood control: *Provided*, That local interests
12 shall provide without cost to the United States all lands,
13 easements, and rights-of-way necessary for the work and
14 shall maintain and operate all the works after completion
15 in a manner satisfactory to the Chief of Engineers:
16 *Provided further*, That pending the appropriation of
17 said sum, the Secretary of the Army may allot from exist-
18 ing flood-control appropriations such sums as may be neces-
19 sary for the immediate prosecution of the work authorized
20 by this section, such appropriations to be reimbursed from
21 said emergency fund when appropriated: *And provided*
22 *further*, That funds allotted under this authority shall not
23 be diverted from the unobligated funds from the appropria-
24 tion "Flood control, general", made available in War De-

1 partment Civil Functions Appropriation Acts for specific
2 purposes.

3 SEC. 209. Title II may be cited as the "Flood Control
4 Act of 1948".

Passed the House of Representatives June 3, 1948.

Attest:

JOHN ANDREWS,

Clerk.

Calendar No. 1636

80TH CONGRESS
2^D Session

H. R. 6419

[Report No. 1568]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on
Public Works

JUNE 9 (legislative day, JUNE 1), 1948

Reported with amendments

H. R. 6419

IN THE SENATE OF THE UNITED STATES

JUNE 10 (legislative day, JUNE 1), 1948

Ordered to lie on the table and to be printed

Mr. LUCAS submitted the following

AMENDMENT

Intended to be proposed by Mr. MAGNUSON to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, viz: At the appropriate place at the end of section 108 of the bill, as reported, insert the following:

- 1 Quilcene Bay Harbor, Washington.

80TH CONGRESS
2d Session

H. R. 6419

AMENDMENT

Intended to be proposed by Mr. MAGNUSON to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JUNE 10 (legislative day, JUNE 1), 1948

Ordered to lie on the table and to be printed

Calendar No. 1636

80TH CONGRESS
2D SESSION

H. R. 6419

[Report No. 1568]

IN THE SENATE OF THE UNITED STATES

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on Public Works

JUNE 9 (legislative day, JUNE 1), 1948

Reported by Mr. MALONE, with amendments

[Omit the part struck through and insert the part printed in italic]

JUNE 10 (legislative day, JUNE 1), 1948

Reported by Mr. MALONE, with additional amendments, and ordered reprinted
showing such amendments

AN ACT

Authorizing the construction, repair, and preservation of certain
public works on rivers and harbors for navigation, flood control,
and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood control,
6 and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-

1 ance with the plans and subject to the conditions recom-
2 mended by the Chief of Engineers in the respective reports
3 hereinafter designated: *Provided*, That the provisions of
4 section 1 of the River and Harbor Act approved March 2,
5 1945 (Public, Numbered 14, Seventy-ninth Congress, first
6 session), shall govern with respect to projects authorized in
7 this title; and the procedures therein set forth with respect to
8 plans, proposals, or reports for works of improvement for
9 navigation or flood control and for irrigation and purposes
10 incidental thereto, shall apply as if herein set forth in full:

11 Beals Harbor, Maine; House Document Numbered 553,
12 Eightieth Congress;

13 Cape Porpoise Harbor, Maine; House Document Num-
14 bered 555, Eightieth Congress;

15 Channel from Buzzards Bay to Buttermilk Bay, Mas-
16 sachusetts; House Document Numbered 552, Eightieth
17 Congress;

18 Falmouth Harbor, Massachusetts; House Document
19 Numbered 566, Eightieth Congress;

20 Provincetown Harbor, Massachusetts; House Document
21 Numbered 600, Eightieth Congress;

22 Taunton River, Massachusetts; House Document Num-
23 bered 196, Eightieth Congress;

24 Harbor of refuge at Point Judith, Rhode Island; Senate
25 Document Numbered 15, Eightieth Congress;

1 Westcott Cove, Connecticut; House Document Num-
2 bered 379, Eightieth Congress;

3 Greenwich Harbor, Connecticut; House Document Num-
4 bered 272, Eightieth Congress;

5 Rock Hall Harbor, Maryland; House Document Num-
6 bered 273, Eightieth Congress;

7 Chester River, Maryland (channel from Kent Island
8 Narrows to Wells Cove); House Document Numbered 380,
9 Eightieth Congress;

10 Cambridge Harbor, Maryland; House Document Num-
11 bered 381, Eightieth Congress;

12 Honga River and Tar Bay, Maryland; House Docu-
13 ment Numbered 580, Eightieth Congress;

14 Bransons Cove, Lower Machodoc River, Virginia;
15 House Document Numbered 420, Eightieth Congress;

16 Deep Creek, Warwick County, Virginia; House Docu-
17 ment Numbered 601, Eightieth Congress;

18 Norfolk Harbor, Southern Branch of Elizabeth River,
19 Virginia; House Document Numbered 545, Eightieth
20 Congress;

21 Stumpy Point Bay, North Carolina; House Document
22 Numbered 422, Eightieth Congress;

23 Inland Waterway, Beaufort to Cape Fear River, North
24 Carolina, including waterway to Jacksonville, North Caro-
25 lina; House Document Numbered 421, Eightieth Congress;

1 *Winyah Bay, South Carolina; in accordance with the*
2 *report on file in the Office of the Chief of Engineers.*

3 Saint Andrew Bay, Florida; House Document Num-
4 bered 559, Eightieth Congress;

5 *Gulfport Harbor, Mississippi; in accordance with the*
6 *report of the Chief of Engineers dated April 20, 1948;*

7 *Harrison County, Mississippi, Shore protection; in ac-*
8 *cordance with the report of the Chief of Engineers dated*
9 *March 8, 1948.*

10 Galveston Harbor, Texas; House Document Numbered
11 561, Eightieth Congress;

12 Galveston Channel, Texas; House Document Numbered
13 561, Eightieth Congress;

14 Texas City Channel, Texas; House Document Num-
15 bered 561, Eightieth Congress;

16 Houston Ship Channel, Texas; House Document Num-
17 bered 561, Eightieth Congress;

18 Port Aransas-Corpus Christie Waterway, Texas; House
19 Document Numbered 560, Eightieth Congress;

20 *Mississippi River at Fort Madison, Iowa; House Docu-*
21 *ment Numbered 661, Eightieth Congress;*

22 Grand Traverse Bay, Michigan (in the vicinity of
23 Traverse City) ; House Document Numbered 546, Eightieth
24 Congress;

1 *Port Wing Harbor, Wisconsin; House Document Num-*
2 *bered 668; Eightieth Congress;*

3 Dunkirk Harbor, New York; House Document Num-
4 bered 632, Eightieth Congress;

5 *Oswego Harbor, New York; in accordance with the re-*
6 *port of the Chief of Engineers dated May 10, 1948;*

7 Halfmoon Bay, California; House Document Numbered
8 644, Eightieth Congress;

9 Noyo River and Harbor, California; House Document
10 Numbered 586, Eightieth Congress;

11 Tillamook Bay and Bar, Oregon (channel to, and boat
12 basin at, Garibaldi) ; House Document Numbered 650,
13 Eightieth Congress;

14 Umpqua River, Oregon (channel to, and basin in, Win-
15 chester Bay) ; Senate Document Numbered 154, Eightieth
16 Congress;

17 Coos Bay, Oregon (Charleston Channel) ; House Docu-
18 ment Numbered 646, Eightieth Congress;

19 Coos and Millicoma Rivers, Oregon; Senate Document
20 Numbered 124; Eightieth Congress;

21 Skipanon Channel; Oregon (at Warrenton) ; Senate
22 Document Numbered 93, Eightieth Congress;

23 Smith River, Oregon; Senate Document Numbered 94
24 Eightieth Congress;

1 Grays Harbor and Chehalis River, Washington; House
2 Document Numbered 635, Eightieth Congress.

3 SEC. 102. That hereafter direct allotments from appro-
4 priations for the maintenance and improvement of existing
5 river and harbor works, or from other available appropria-
6 tions, may be made by the Secretary of the Army for the
7 collection and removal of drift in Baltimore Harbor and its
8 tributary waters, and this work shall be carried out as a
9 separate and distinct project.

10 SEC. 103. That the existing project for the Neches and
11 Angelina Rivers, Texas, adopted in the River and Harbor
12 Act approved March 2, 1945, is hereby modified so as to
13 provide that the local agency which gives assurances that
14 upon completion of the entire project it will contribute
15 toward the first cost of the work the sum of \$5,000,000,
16 shall be permitted to withdraw from the pool of dam B not
17 to exceed two thousand cubic feet of water per second for
18 its own use.

19 *SEC. 104. In the prosecution of the work for the improve-*
20 *ment of Bayou Carlin, Louisiana, in accordance with project*
21 *adopted by the River and Harbor Act of March 2, 1945,*
22 *the Chief of Engineers is hereby authorized to protect the*
23 *piers of the railway bridge crossing Bayou Carlin at*
24 *Delcambre, Louisiana.*

25 SEC. 105. That the laws of the United States relating

1 to the improvement of rivers and harbors passed since June
2 25, 1938, shall be compiled under the direction of the Sec-
3 retary of the Army and the Chief of Engineers and printed
4 for use of the Department of the Army.

5 SEC. 106. That not to exceed \$5,000 annually of the
6 funds appropriated for rivers and harbors shall be available
7 for the support and maintenance of the Permanent Inter-
8 national Commission of the Congresses of Navigation and
9 for the payment in amounts approved by the Chief of Engi-
10 neers of the expenses of the properly accredited delegates of
11 the United States to the meetings of the congresses and of
12 the Commission.

13 SEC. 107. The dam site known as Foster Creek Dam
14 on the Columbia River authorized in the River and Harbor
15 Act of July 24, 1946, shall hereafter be known as the Chief
16 Joseph Dam, and any law, regulation, document, or record
17 of the United States in which such dam is designated or
18 referred to under the name of Foster Creek Dam shall be
19 held to refer to such dam under and by the name Chief
20 Joseph Dam.

21 SEC. ~~104~~ 108. The Secretary of the Army is hereby au-
22 thorized and directed to cause preliminary examinations and
23 surveys to be made at the following-named localities, the
24 cost thereof to be paid from appropriations heretofore or
25 hereafter made for such purposes: *Provided*, That no pre-

1 liminary examination, survey, project, or estimate for new
2 works other than those designated in this title or some prior
3 Act or joint resolution shall be made: *Provided further*, That
4 after the regular or formal reports made as required by law
5 on any examination, survey, project, or work under way or
6 proposed are submitted, no supplemental or additional report
7 or estimate shall be made unless authorized by law: *Provided*
8 *further*, That the Government shall not be deemed to have
9 entered upon any project for the improvement of any water-
10 way or harbor mentioned in this title until the project for
11 the proposed work shall have been adopted by law: *Provided*
12 *further*, That reports of surveys on beach erosion and shore
13 protection shall include an estimate of the public interests
14 involved, and such plan of improvement as is found justified,
15 together with the equitable distribution of costs in each case:
16 *And provided further*, That this section shall not be con-
17 strued to interfere with the performance of any duties vested
18 in the Federal Power Commission under existing law:

19 Dosoris Creek, New York;

20 Tolchester Beach area, Maryland;

21 Little Magothy River, Maryland;

22 Holdens Creek, Virginia;

23 Hacks Creek, Northumberland County, Virginia;

24 Back River, York County, Virginia, and channel con-
25 necting Back River with Front Cove;

1 Bennetts Creek, York County, Virginia;
2 Powells Bay, Accomack County, Virginia, at Wisharts
3 Point, and channel connecting said bay with the “Ballast”;
4 Fishermans Bay, Lopez Island, Washington.

5 SEC. ~~405~~ 109. Title I may be cited as the “River and
6 Harbor Act of 1948”.

7 TITLE II—FLOOD CONTROL

8 SEC. 201. That section 3 of the Act approved June 22,
9 1936 (Public, Numbered 738, Seventy-fourth Congress),
10 as amended by section 2 of the Act approved June 28, 1938
11 (Public, Numbered 761, Seventy-fifth Congress), shall
12 apply to all works authorized in this title except that for
13 any channel improvement or channel rectification project,
14 provisions (a), (b), and (c) of section 3 of said Act of
15 June 22, 1936, shall apply thereto, and except as otherwise
16 provided by law: *Provided*, That the authorization for any
17 flood-control project herein adopted requiring local cooper-
18 ation shall expire five years from the date on which local
19 interests are notified in writing by the Department of the
20 Army of the requirements of local cooperation, unless said
21 interests shall within said time furnish assurances satisfactory
22 to the Secretary of the Army that the required cooperation
23 will be furnished.

24 SEC. 202. The provisions of section 1 of the Act of

1 December 22, 1944 (Public, Numbered 534, Seventy-eighth
2 Congress, second session), shall govern with respect to proj-
3 ects authorized in this title; and the procedures therein set
4 forth with respect to plans, proposals, or reports for works of
5 improvement for navigation or flood control and for irrigation
6 and purposes incidental thereto shall apply as if herein set
7 forth in full.

8 It is hereby declared to be the policy of the Congress
9 that the following provisions shall be observed:

10 No project or any modification not authorized, of a
11 project for flood control or rivers and harbors, shall be
12 authorized by the Congress unless a report for such project
13 or modification has been previously submitted by the Chief
14 of Engineers, United States Army, in conformity with
15 existing law.

16 SEC. 203. That the following works of improvement for
17 the benefit of navigation and the control of destructive flood-
18 waters and other purposes are hereby adopted and author-
19 ized to be prosecuted under the direction of the Secretary
20 of the Army and the supervision of the Chief of Engineers
21 in accordance with the plans in the respective reports here-
22 inafter designated and subject to the conditions set forth
23 therein: *Provided*, That the necessary plans, specifications,
24 and preliminary work may be prosecuted on any project
25 authorized in this title with funds from appropriations here-

1 tofore or hereafter made for flood control so as to be ready
2 for rapid inauguration of a construction program: *Provided*
3 *further*, That the projects authorized herein shall be initiated
4 as expeditiously and prosecuted as vigorously as may be
5 consistent with budgetary requirements: *And provided*
6 *further*, That pen stocks and other similar facilities adapted
7 to possible future use in the development of hydroelectric
8 power shall be installed in any dam authorized in this title
9 for construction by the Department of the Army when
10 approved by the Secretary of the Army on the recommenda-
11 tion of the Chief of Engineers and the Federal Power Com-
12 mission:

13 *DELAWARE RIVER BASIN*

14 *The plan for flood protection on the Lackawaxen River,*
15 *Pennsylvania, is hereby authorized substantially in accord-*
16 *ance with the recommendations of the Chief of Engineers in*
17 *House Document Numbered 113, Eightieth Congress, first*
18 *session, and there is authorized to be appropriated the sum*
19 *of \$6,150,000 for partial accomplishment of that plan.*

20 *SUSQUEHANNA RIVER BASIN*

21 *The project for local flood protection at Wilkes-Barre*
22 *and Hanover Township, Pennsylvania, authorized by the*
23 *Flood Control Act approved June 22, 1936, in accordance*
24 *with House Document Numbered 308, Sixty-ninth Congress,*
25 *first session, is hereby modified to provide for raising a por-*

tion of the river front section of the protective levee to provide a uniform degree of protection throughout its length at an estimated cost to the United States of \$250,000 and subject to the conditions of local cooperation prescribed for that project in the Act approved June 22, 1936.

JAMES RIVER BASIN

That preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Falling Springs reregulating dam on Jackson River, Virginia, authorized by the Flood Control Act approved July 24, 1946, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 207, Eightieth Congress, first session, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

CENTRAL AND SOUTHERN FLORIDA

The project for Caloosahatchee River and Lake Okeechobee drainage areas, Florida, authorized by the River and Harbor Act of July 3, 1930, as amended, is hereby modified and expanded to include the first phase of the comprehensive plan for flood control and other purposes in central and southern Florida as recommended by the Chief of Engineers in his report dated February 19, 1948, subject to

1 the conditions of local cooperation prescribed therein, and
2 there is hereby authorized to be appropriated the sum of
3 \$16,300,000 for partial accomplishment of said plan.

ARKANSAS RIVER BASIN

5 The projects for flood protection at Carthage and Monett,
6 Missouri, in the Arkansas River Basin are hereby authorized
7 substantially in accordance with the recommendations of the
8 Chief of Engineers in House Document Numbered 445,
9 Eightieth Congress, at an estimated cost of \$740,000.

The projects for local flood protection on the Arkansas River authorized by the Flood Control Act approved December 22, 1944, in accordance with House Document Numbered 447, Seventy-eighth Congress, are hereby modified to provide that the United States will participate in the cost of raising the approaches to the highway bridges across the Arkansas River at Morrilton and at Van Buren-Fort Smith in an amount not to exceed ~~\$200,000~~ *\$300,000*.

18 *The Chief of Engineers is authorized to construct, as an*
19 *emergency measure, bank protection and control works at*
20 *Bradens Bend, Oklahoma, in accordance with plans on file*
21 *in the office of the Chief of Engineers, at an estimated cost*
22 *of \$1,000,000, as a part of the multiple-purpose plan for*
23 *the Arkansas River and tributaries, Arkansas and Oklahoma.*
24 *authorized by the River and Harbor Act approved July 24,*

1 1946, and the authorization for appropriation for the Arkan-
2 sas River Basin is hereby increased accordingly.

3 UPPER MISSISSIPPI RIVER BASIN

4 The project for flood protection at South Beloit, Illinois,
5 on the Rock River is hereby authorized substantially in
6 accordance with the recommendations of the Chief of Engi-
7 neers in House Document Numbered 112, Eightieth Con-
8 gress, at an estimated cost of \$100,000.

9 The project for flood protection on the Henderson River,
10 Illinois, is hereby authorized substantially in accordance
11 with the recommendations of the Chief of Engineers in House
12 Document Numbered 245, Eightieth Congress, at an
13 estimated cost of \$1,520,000.

14 The project for flood protection at and in the vicinity
15 of Aitkin, Minnesota, on the Mississippi River is hereby
16 authorized substantially in accordance with the recommenda-
17 tions of the Chief of Engineers in House Document Num-
18 bered 599, Eightieth Congress, at an estimated cost of
19 \$1,680,000.

20 RED RIVER OF THE NORTH

21 The comprehensive plan for flood control and other
22 purposes in the Red River of the North drainage basin,
23 North Dakota, South Dakota, and Minnesota as set forth
24 in the report of the Chief of Engineers dated May 24, 1948,

1 *is approved and there is hereby authorized the sum of*
2 *\$2,000,000 for the partial accomplishment of that plan.*

3 OHIO RIVER BASIN

4 The local flood-protection works at and in the vicinity
5 of Uniontown, Pennsylvania, on Redstone Creek, are hereby
6 authorized substantially in accordance with the recom-
7 mendations of the Chief of Engineers in House Document
8 Numbered 301, Eightieth Congress, at an estimated cost of
9 \$1,015,000.

10 The project for flood protection at Rosiclare, Illinois,
11 on the Ohio River is hereby authorized substantially in
12 accordance with the recommendations of the Chief of Engi-
13 neers in Senate Document Numbered 125, Eightieth Con-
14 gress, at an estimated cost of \$500,000.

15 MISSOURI RIVER BASIN

16 *The project for bank protection on the Missouri River*
17 *from Kenslers Bend, Nebraska, to Sioux City, Iowa, author-*
18 *ized by the Act approved August 18, 1941, is hereby modified*
19 *and extended upstream to include Miners Bend and vicinity,*
20 *South Dakota and Nebraska, in accordance with plans on*
21 *file in the office of the Chief of Engineers at an estimated*
22 *cost of \$3,000,000.*

23 *The projects for flood control and other purposes in the*
24 *South Platte River Basin, Colorado, Wyoming, and*

1 *Nebraska as set forth in House Document Numbered 669,*
2 *Eightieth Congress, second session, are approved and there is*
3 *hereby authorized the sum of \$3,000,000 for partial accom-*
4 *plishment of these projects.*

5 GREAT LAKES BASIN

6 The project for flood protection at Batavia and vicinity,
7 New York, on Tonawanda Creek is hereby authorized sub-
8 stantially in accordance with the recommendations of the
9 Chief of Engineers in Senate Document Numbered 46,
10 Eightieth Congress, at an estimated cost of \$565,000.

11 The project for flood protection at Dansville and vicinity,
12 New York, on Canaseraga Creek, a tributary of the Genesee
13 River, is hereby authorized substantially in accordance with
14 the recommendations of the Chief of Engineers in House
15 Document Numbered 206, Eightieth Congress, at an esti-
16 mated cost of \$165,000.

17 The project for flood protection and other purposes on
18 Red Run, a tributary of the Clinton River, Michigan, is
19 hereby authorized substantially in accordance with the
20 recommendations of the Chief of Engineers in House Docu-
21 ment Numbered 628, Eightieth Congress, at an estimated
22 cost of \$1,010,000.

23 The project for protection of the Reno Beach-Howards
24 Farm area and adjacent areas, Lucas County, Ohio, from
25 floods caused by frequent windstorms and from increases in

1 the lake level of Lake Erie, is hereby authorized substan-
2 tially in accordance with the recommendations of the Chief
3 of Engineers in House Document Numbered 554, Eightieth
4 Congress, at an estimated cost of \$330,000.

5 SANTA CLARA RIVER BASIN

6 The project for flood protection along the Santa Clara
7 River and its tributaries, California, is hereby authorized
8 substantially in accordance with the recommendations of the
9 Chief of Engineers in House Document Numbered 443,
10 Eightieth Congress, at an estimated cost of \$4,960,000.

11 GILA RIVER BASIN

12 The project for flood protection at Tucson and vicinity,
13 Arizona, in the Gila River Basin, is hereby authorized sub-
14 stantially in accordance with the recommendations of the
15 Chief of Engineers in House Document Numbered 274,
16 Eightieth Congress, at an estimated cost of \$2,390,000.

17 WILLAMETTE RIVER BASIN

18 *The general comprehensive plan for flood control, navi-*
19 *gation, and other purposes approved by the Flood Control*
20 *Act of June 28, 1938, is hereby modified to provide for the*
21 *installation of hydroelectric power generating facilities, includ-*
22 *ing the construction of a reregulating dam, at Detroit Reser-*
23 *voir on the North Santiam River in accordance with plans on*
24 *file in the office of the Chief of Engineers.*

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the Lower Mississippi River, adopted by the Act approved May 15, 1928, as amended by subsequent Acts, is hereby modified and expanded to include the following ~~item~~ and the ~~authorization for said project is increased accordingly~~ items:

(a) The project for improvement of the Mississippi River below Cape Girardeau with respect to the West Tennessee tributaries at an estimated cost of \$7,700,000, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 627, Eightieth Congress, *and the authorization for the Lower Mississippi River project is increased accordingly.*

(b) *The Devils Swamp project at Baton Rouge, Louisiana, at an estimated cost of \$2,000,000, authorized by the River and Harbor Act approved July 24, 1946.*

(c) *The project for improvement of the L'Anquille River, Arkansas, at an estimated cost of \$5,100,000 is hereby approved substantially in accordance with the recommendations of the Chief of Engineers in his report dated August 22, 1947, and the authorization for the Lower Mississippi River project is increased by \$2,000,000.*

RIO GRANDE BASIN

The comprehensive plan for the Rio Grande Basin as set forth in the report of the Chief of Engineers dated April 5, 1948, and in the report of the Bureau of Reclamation dated November 21, 1947, all in substantial accord with the agreement approved by the Secretary of the Army and the Acting Secretary of the Interior on November 21, 1947, is hereby approved except insofar as the recommendations in those reports are inconsistent with the provisions of this Act and subject to the authorizations and limitations set forth herein.

The approval granted above shall be subject to the following conditions and limitations:

(a) Construction of the spillway gate structure at Chamita Dam shall be deferred so long as New Mexico shall have accrued debits as defined by the Rio Grande Compact and until New Mexico shall consistently accrue credits pursuant to the Rio Grande Compact;

(b) Chiflo Dam and Reservoir on Rio Grande shall be excluded from the Middle Rio Grande project authorized herein without prejudice to subsequent consideration of Chiflo Dam and Reservoir by the Congress;

(c) The Bureau of Reclamation, in conjunction with

1 other interested Federal agencies, is directed to make studies
2 to determine feasible ways and means of reducing nonbene-
3 ficial consumption of water by native vegetation in the flood
4 plain of the Rio Grande and its principal tributaries above
5 Caballo Reservoir; and

6 (d) At all times when New Mexico shall have accrued
7 debits as defined by the Rio Grande Compact all reservoirs
8 constructed as a part of the project shall be operated solely
9 for flood control except as otherwise required by the Rio
10 Grande Compact, and at all times all project works shall
11 be operated in conformity with the Rio Grande Compact
12 as it is administered by the Rio Grande Compact Commission.

13 In carrying out the provisions of this Act, the Secretary
14 of the Interior shall be governed by and have the powers
15 conferred upon him by the Federal reclamation laws (Act
16 of June 17, 1902, 32 Stat. 388), and Acts amendatory
17 thereof or supplementary thereto, except as is otherwise pro-
18 vided in this Act or in the reports referred to above. This
19 Act shall be deemed a supplement to said Federal reclamation
20 laws.

21 Approval is granted to the Secretary of the Interior
22 subject to the limitations of the authorizations approved from
23 time to time for the prosecution of this plan to acquire in
24 the name of the United States, by purchase or otherwise,
25 any or all of the bonds and other evidences of indebtedness

1 of the Middle Rio Grande Conservancy District outstanding
2 when such authorizations are approved at such prices and
3 on such terms and conditions as he shall deem necessary or
4 proper for the protection of the investment of the United
5 States and to retire those obligations on such terms and con-
6 ditions as he shall likewise deem proper or necessary.

7 The Secretary of the Interior, in entering into a contract
8 or contracts for the repayment of the reimbursable construc-
9 tion costs of the Middle Rio Grande project, now estimated
10 at approximately \$18,000,000, shall vary that amount to
11 reflect changes in the estimates of those costs occurring prior
12 to the date of the contract or contracts and in so doing may,
13 if need be, extend the repayment period beyond forty years
14 to permit payment of costs in excess of the present estimate.

15 Subject to the limitations of authorizations approved
16 from time to time for prosecution of this plan, approval is
17 granted to the Secretary of the Interior to acquire, on behalf
18 of the United States, by purchase or donation, agricultural
19 lands owned by the State of New Mexico within the Middle
20 Rio Grande project at prices, on terms, and with titles satis-
21 factory to him and to develop those lands substantially in
22 the manner outlined in the report of the Bureau of Reclama-
23 tion referred to above. Lands so acquired shall be resold
24 or leased by the Secretary to actual settlers for agricultural
25 purposes under rules and regulations prescribed by him

1 *which rules and regulations shall set out the prices and*
2 *terms of such sales and leases, the qualifications required of*
3 *purchasers and lessees, and other matters relating to the*
4 *disposition and use of these lands, and shall provide a pre-*
5 *ferred right to purchase or lease any tract of such land to*
6 *otherwise qualified persons of the following classes in the*
7 *order here set out, purchasers in any class being preferred*
8 *to lessees in that or any other class:*

9 (1) *The former owner or owners of such tracts, if*
10 *his or their title thereto was divested by reason of sale*
11 *for taxes to the State of New Mexico.*

12 (2) *Honorably discharged veterans of World War*
13 *II who are the sons or daughters of the former owner*
14 *or owners of such tract, if the title of said former owner*
15 *or owners was divested by reason of sale for taxes to*
16 *the State of New Mexico.*

17 (3) *The sons or daughters of the former owner*
18 *or owners of such tract other than those referred to in*
19 (2) *if the title of said former owner or owners was*
20 *divested by reason of sale for taxes to the State of New*
21 *Mexico.*

22 (4) *Honorably discharged veterans of World War*
23 *II other than those referred to in (2).*

24 (5) *Persons other than those referred to in the*
25 *clauses above. Any deed executed by the Secretary in*

1 favor of any person described under (4) or (5) shall
2 provide that any person described under (1), (2), or
3 (3) shall have the right to purchase any land conveyed
4 by such deed, within a period of ten years after the
5 execution thereof, by (a) paying to the owner the amount
6 or amounts actually paid by him as consideration for
7 such deed and for the actual cost of improvements on
8 such land plus interest at the rate of 6 per centum per
9 annum on such amount or amounts, and (b) assuming
10 any obligations of the owner to the Secretary with re-
11 spect to such land. Any lease executed by the Secretary
12 under the provisions of this section to any person de-
13 scribed under (4) or (5) shall, by its terms, expire not
14 later than five years after the date of its execution. The
15 preferred rights provided for by this section to pur-
16 chase or lease any land shall continue to be applicable
17 until such land is finally disposed of by the Secretary;
18 but the right of any lessee or purchaser to enter into
19 possession shall be subject to any rights under any prior
20 lease executed by the Secretary. Moneys accruing from
21 the sale or lease of said lands shall be covered into the
22 reclamation fund in the Treasury.

23 In the administration of the provisions of this Act all
24 water in the Middle Rio Grande Valley in New Mexico shall

1 *be deemed to be useful primarily for domestic, municipal, and*
2 *irrigation purposes.*

3 *Nothing in this Act shall be construed as affecting or*
4 *abrogating in any way the laws of the State of New Mexico*
5 *in which the Middle Rio Grande Valley lies, relating to the*
6 *control, appropriation, or distribution of water used in irri-*
7 *gation or for municipal or other uses, or any vested right*
8 *therein.*

9 *Nothing in this Act shall be construed to abrogate or*
10 *impair existing obligations of the United States or any agency*
11 *thereof, including obligations to furnish water for irrigation*
12 *and obligations to any Indian or tribe or band of Indians*
13 *whether based on treaty, agreement, or Act of Congress.*

14 *There is hereby authorized to be appropriated the sum of*
15 *\$3,500,000 to be expended by the Department of the Army*
16 *for the partial accomplishment of the comprehensive plan for*
17 *the Rio Grande Basin.*

18 SEC. 204. The Secretary of the Army is hereby auth-
19 orized and directed to cause preliminary examinations and
20 surveys for flood control and allied purposes, including chan-
21 nel and major drainage improvements, and floods aggravated
22 by or due to wind or tidal effects to be made under the
23 direction of the Chief of Engineers, in drainage areas of the
24 United States and its Territorial possessions, which include
25 the following-named localities, and the Secretary of Agricul-

1 ture is authorized and directed to cause preliminary examina-
2 tions and surveys for run-off and water-flow retardation and
3 soil-erosion prevention on such drainage areas, the cost
4 thereof to be paid from appropriations heretofore or hereafter
5 made for such purposes: *Provided*, That after the regular or
6 formal reports made on any examination, survey, project, or
7 work under way or proposed are submitted to Congress, no
8 supplemental or additional report or estimate shall be made
9 unless authorized by law except that the Secretary of the
10 Army may cause a review of any examination or survey to
11 be made and a report thereon submitted to the Congress if
12 such review is required by the national defense or by changed
13 physical or economic conditions: *And provided further*, That
14 the Government shall not be deemed to have entered upon
15 any project for the improvement of any waterway or harbor
16 mentioned in this title until the project for the proposed
17 work shall have been adopted by law;

18 Rahway River and its tributaries, New Jersey;

19 Chowan River and its tributaries, Virginia and North
20 Carolina;

21 Pantego Creek and Cucklers Creek, North Carolina;

22 Rice Creek, a tributary of Saint Johns River, Florida;

23 Streams flowing through the Brazoria-Galveston Soil
24 Conservation District, the Trinity Bay Soil Conservation Dis-
25 trict, the Coastal Plains Soil Conservation District, and the

1 Matagorda County Soil Conservation District, Texas, with
 2 a view to improvement in the interest of navigation, flood
 3 control, and related purposes, including channel and major
 4 drainage improvements;

5 Area at and in the vicinity of Texas City, Texas, with
 6 a view to providing for its protection against storms and ero-
 7 sions, including the protection of the instrumentalities and
 8 aids to commerce located there;

9 Au Gres River and tributaries, Michigan;

10 Area at and in the vicinity of Bellevue, Ohio, and the
 11 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
 12 ties, with a view to the control of floods caused by excess
 13 underground and surface waters;

14 Harbors and rivers in Alaska, with a view to determin-
 15 ing the advisability of improvements in the interest of navi-
 16 gation, flood control, hydroelectric power, and related water
 17 uses.

18 *Two Mile Creek, Oregon;*

19 *Aroostook River and tributaries, Maine;*

20 *Beaver Creek, Lincoln County, Oregon;*

21 *Skinner Creek, at and in the vicinity of Mannesville,*
 22 *New York;*

23 *Steinhatchee and Fenholloway Rivers, Florida;*

24 *River Rouge and tributaries, Michigan.*

25 SEC. 205. That the Secretary of the Army is hereby

1 authorized to allot from any appropriations heretofore or
2 hereafter made for flood control, not to exceed \$2,000,000 for
3 any one fiscal year, for the construction of small flood-control
4 projects not specifically authorized by Congress, and not
5 within areas intended to be protected by projects so author-
6 ized, which come within the provisions of section 1 of the
7 Flood Control Act of June 22, 1936, when in the opinion of
8 the Chief of Engineers such work is advisable: *Provided*,
9 That not more than \$100,000 shall be allotted for this purpose
10 at any single locality from the appropriations for any one
11 fiscal year: *Provided further*, That the provisions of local
12 cooperation specified in section 3 of the Flood Control Act of
13 June 22, 1936, as amended, shall apply: *And provided*
14 *further*, That the work shall be complete in itself and not
15 commit the United States to any additional improvement
16 to insure its successful operation, except as may result from
17 the normal procedure applying to projects authorized after
18 submission of preliminary examination and survey reports.

19 SEC. 206. That section 5 of the Flood Control Act of
20 August 18, 1941, as amended by section 12 of the Flood
21 Control Act of 1946, is hereby further amended to read
22 as follows:

23 "That the Secretary of the Army is hereby author-
24 ized to allot, from any appropriations heretofore or here-
25 after made for flood control, not to exceed \$2,000,000 for

1 any one fiscal year to be expended in rescue work or in
2 the repair, restoration, or maintenance of any flood-control
3 work threatened or destroyed by flood, including the
4 strengthening, raising, extending, or other modification
5 thereof as may be necessary in the discretion of the Chief
6 of Engineers for the adequate functioning of the work for
7 flood control."

8 SEC. 207. That the sum of ~~\$25,000,000~~ \$65,000,000 is
9 hereby authorized to be appropriated for carrying out im-
10 provements under this title by the Department of the Army,
11 and the sum of \$10,000,000 additional is authorized to be
12 appropriated and expended in equal amounts by the Depart-
13 ments of the Army and Agriculture for carrying out any
14 examination or survey provided for in this title and any other
15 Acts of Congress to be prosecuted by said Departments.

16 SEC. 208. That the sum of \$25,000,000 is hereby
17 authorized to be appropriated as an emergency fund to be
18 expended under the direction of the Secretary of the Army
19 and the supervision of the Chief of Engineers for the repair,
20 restoration, and strengthening of levees and other flood-
21 control works which have been threatened or destroyed by
22 recent floods, or which may be threatened or destroyed by
23 later floods, including the raising, extending, or other modi-
24 fication of such works as may be necessary in the discre-
25 tion of the Chief of Engineers for the adequate functioning

1 of the works for flood control: *Provided*, That local interests
2 shall provide without cost to the United States all lands,
3 easements, and rights-of-way necessary for the work and
4 shall maintain and operate all the works after completion
5 in a manner satisfactory to the Chief of Engineers:
6 *Provided further*, That pending the appropriation of
7 said sum, the Secretary of the Army may allot from exist-
8 ing flood-control appropriations such sums as may be neces-
9 sary for the immediate prosecution of the work authorized
10 by this section, such appropriations to be reimbursed from
11 said emergency fund when appropriated: *And provided*
12 *further*, That funds allotted under this authority shall not
13 be diverted from the unobligated funds from the appropria-
14 tion "Flood control, general", made available in War De-
15 partment Civil Functions Appropriation Acts for specific
16 purposes.

17 SEC. 209. Title II may be cited as the "Flood Control
18 Act of 1948".

Passed the House of Representatives June 3, 1948.

Attest:

JOHN ANDREWS,
Clerk.

80TH CONGRESS
2^D Session

H. R. 6419

[Report No. 1568]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

JUNE 4 (legislative day, JUNE 1), 1948

Read twice and referred to the Committee on
Public Works

JUNE 9 (legislative day, JUNE 1), 1948

Reported with amendments

JUNE 10 (legislative day, JUNE 1), 1948

Reported with additional amendments and ordered
reprinted showing such amendments

19. DISASTER RELIEF. H. R. 6891, by Rep. Goff, Idaho, to authorize FWA to coordinate emergency activities of Federal agencies in disaster areas and to provide emergency aid, including aid for repair, restoration, etc., of public facilities in such areas; to Public Works Committee (p. 8100).
20. RODENT CONTROL; FOOD CONSERVATION. H. J. Res. 424, by Rep. Burke, Ohio, to promote planning, development, maintenance, and coordination of rodent control; to Merchant Marine and Fisheries Committee (p. 8100).
21. FORESTRY. H. R. 6893, by Rep. Riley, S. C., to amend Sec. 4 of the Clarke-McNary Act of 1924; to Agriculture Committee (p. 8100).

ITEMS IN APPENDIX - June 11

22. FARM PROGRAM. Extension of remarks of Rep. Murray, Wis., criticizing various phases of the present farm program and including a BAE statement on the values of several farm crops in 1947 (pp. A3927-8).
23. SOIL CONSERVATION. Rep. Trimble, Ark., inserted statements by farmers recommending enactment of soil-conservation legislation (pp. A3939-30).
24. TARIFF. Extension of remarks of Rep. Murray, Wis., "Does a duty of 1 cent per pound on hogs, 3 cents per pound on lard, and 25 cents per bushel on corn make economic sense to you?" (p. A3932).
25. FORESTS. Rep. Trimble, Ark., inserted an article by C. F. Byrns favoring additional funds for timber-sales work of the Forest Service (p. A3934).
26. ELECTRIFICATION; FLOOD CONTROL. Rep. Blatnik, Minn., inserted President Truman's June 10 speech on these subjects (pp. A3934-6).
27. ACP PAYMENTS. Rep. Trimble, Ark., inserted a farmer's statement favoring additional appropriations for this program (p. A3937).
28. PRICE SUPPORTS. Extension of remarks of Rep. Murray, Wis., "Why does not the Department of Agriculture follow the provisions of the Steagall amendment?" (pp. A3938-9).
29. TRADE AGREEMENTS. Sen. Myers, Pa., inserted a Pittsburgh Post-Gazette editorial, "Reciprocal Trade Sabotage" (p. A3942).
30. HOUSING. Extension of remarks of Rep. Shafer, Mich., criticizing S. 866, the T-E-W housing bill (pp. A3943-4).
31. WATER POLLUTION. Extension of remarks of Rep. Lane, Mass., favoring water-pollution control (pp. A3959-60).

HOUSE - June 12

32. PRICE SUPPORTS. Passed with amendments H. R. 6248, to provide for price support until June 30, 1950 (pp. 8164-95). In addition to the committee amendments, agreed to an amendment by Rep. Hope providing that hogs, chickens, and eggs, as well as milk and its products, shall be supported at 90% of parity, and that potatoes harvested in 1948 shall be supported at 90% of parity, notwithstanding that they may not be marketed until after Jan. 1, 1949 (pp. 8165-75).
Rejected the following amendments: By Rep. Dirksen, to strike out the provisions for peanut supports, by a 43-140 vote (pp. 8176-87). By Rep. Hand, N. J., to provide supports for vegetables and fruits (pp. 8188-90). By Rep. Gearhart, Calif., to provide supports for citrus and dried fruits and raisins, by a 53-66 vote (pp. 8191-3).
An amendment by Rep. Sasscer, Md., to change the parity period for Md. tobacco, was ruled out of order (p. 8193).
Rejected, 33-163, a motion by Rep. Dirksen to recommit the bill (p. 8195).
33. ARMY CIVIL FUNCTIONS APPROPRIATION BILL. Agreed to the conference report on this bill, H. R. 5524 (pp. 8196-204).
34. D. C. APPROPRIATION BILL. Agreed to the conference report on this bill, H. R. 6430 (pp. 8204-5).
35. DISPLACED PERSONS. House conferees were appointed on S. 2242, the displaced-persons bill (p. 8207). Senate conferees were appointed (pp. 2126-8).
36. TRADE AGREEMENTS. Received from the Tariff Commission parts IV and V of its report on the trade-agreements program (p. 8210).
37. CIVIL-SERVICE RETIREMENT. The Post Office and Civil Service Committee reported with amendment H. R. 5715, to extend the benefits of section 1 (c) of the Civil Service Retirement Act to employees who were involuntarily separated during the period from July 1, 1945, to July 1, 1947, after having served 25 years but before reaching age 55 (H. Rept. 2328) (p. 8210).
38. FEDERAL PAY RAISE. Rep. Kilday, Tex., spoke in favor of this (p. 8163).
39. SCHOOL LUNCH PROGRAM. The Education and Labor Committee ordered reported, but did not actually report; H. R. 1760, which would put Alaska and Hawaii on the same basis as the States in apportionment of school-lunch funds (p. D643).
40. ANIMAL IMPORTS. The Interstate and Foreign Commerce Committee ordered reported, but did not actually report, S. 1447, requiring humane treatment of imported wild animals and birds (p. D643).
41. ADJOURNED until Mon., June 14 (p. 8210).

SENATE - June 12

42. FARM LABOR. Passed as reported S. 2767, to provide for a revolving fund of \$2,500,000 for assistance by the Labor Department in the recruitment from the Western Hemisphere and Puerto Rico of workers for temporary agricultural employment in the U.S. (p. 8114).
43. FLOOD CONTROL. Passed with amendments H.R. 6419, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation and flood control (pp. 8115-9). The bill was ordered printed with the

Senate amendments numbered (p. 8119).

44. INTERIOR DEPARTMENT APPROPRIATION BILL, 1949. The Appropriations Committee reported with amendments this bill, H.R. 6705 (S.Rept. 1609) (p. 8101).
45. GOVERNMENT CORPORATIONS APPROPRIATION BILL, 1949. The Appropriations Committee reported with amendments this bill, H.R. 6481 (S.Rept. 1616) (p. 8102).
46. TRANSPORTATION. Received the President's veto message on S. 110, to amend the Interstate Commerce Act so as to authorize certain rate agreements between carriers (p. 8128).
47. FOOT-AND-MOUTH DISEASE. Agreed, with amendments, to S.Res. 223, to authorize the Agriculture and Forestry Committee to make a full and complete investigation of all problems related to foot-and-mouth disease and its incidence in neighboring countries, and authorizes the expenditure of \$6,000 for such investigation (p. 8131).
48. SUPPLEMENTAL TREASURY-POST OFFICE APPROPRIATION BILL, 1949. Passed as reported this bill, H.R. 6758 (pp. 8128-9); which had been previously reported (S.Rept. 1608) (p. 8128). Senate conferees were appointed (p. 8129).
49. ECONOMIC REPORT. Passed with amendment S.J.Res. 226, authorizing the Joint Economic Report Committee to issue a monthly publication entitled, "Economic Indicators," for limited distribution (pp. 8131, 8152).
50. TIN. Passed without amendment S. 2830, to extend for 5 years the authority to provide for the maintenance of a domestic tin-smelting industry (pp. 8106, 8126).
51. FOREIGN TRADE. Agreed to vote on H.R. 6556, to extend the Trade Agreements Act, at 5:00 p.m., Mon., June 14 (pp. 8124-5).
52. INDIAN RELIEF. The Interior and Insular Affairs Committee reported with amendments S. 2686, to establish a Navajo-Hopi Indian Administration, to provide for the rehabilitation of the Navajo and Hopi Indian Tribes (S.Rept. 1610) (p. 8101).
53. MINERALS. Passed without amendment H.R. 2867, to permit, subject to certain conditions, mining locations under U.S. mining laws within that portion of the Harney National Forest designated as a game sanctuary (p. 8125). This bill will now be sent to the President.
54. PURCHASING. Passed without amendment H.R. 4659, to ratify and confirm amendments to certain contracts for the furnishing of petroleum products to the U.S. (p. 8111).
55. BUILDINGS. Passed as reported S. 1955, to provide for the acquisition of sites and the preparation of plans for Federal public buildings outside D.C. by the Federal Works Administrator (pp. 8122-3).
56. HEALTH. Agreed to S.Res. 249, to provide for \$10,000 for the Labor and Public Welfare Committee to continue its study of the health problems of the Nation (p. 8131).
57. LANDS. Agreed to S.Res. 244, increasing by \$25,000 the funds for investigations by the Interior and Insular Affairs Committee into matters under its jurisdiction (p. 8130).

58. STRATEGIC MATERIALS. Sen. Malone, Nev., spoke in favor of incentive payments for the mining of certain minerals to be stockpiled (pp. 8154-7).
59. RECESSED until Mon., June 14 (p. 8160).

ITEMS IN APPENDIX

60. PRICE SUPPORTS. Extension of remarks of Reps. D'Ewart (Mont.) and Jenson (Iowa) favoring the extension of the agricultural price-support program (pp. A3995, A4001).
Speech in the House by Rep. Sabath, Ill., opposing continuation of agricultural price supports and discussing with other members the need for such supports (pp. A4005-8).
61. FOREIGN TRADE. Sen. Barkley, Ky., inserted an editorial, "It Is Up to the Senate to Enact a Sound Trade Bill" (pp. A3984-5).
62. HEALTH. Sen. Murray, Mont., inserted Gov. Warren's (Calif.) article, "My Plan for Health Insurance" (pp. A3997-9).
63. FOREIGN AID. Extension of remarks of Rep. Hoffman, Mich., urging consideration of needs in the U.S. in connection with E-P (p. A4010).
64. HOUSING. Various insertions on the housing bills (pp. A3985, A3986, A3986-7, A3988-90).

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COMMITTEE HEARINGS ANNOUNCEMENTS for June 14: S. Public Works, disaster relief (Will to testify); S. Labor and Public Welfare, secondary market for veterans' home loans; S. Appropriations, independent offices supplemental, Navy Department (ex.), and Military Establishments (ex.) appropriations; H. Expenditures in the Executive Departments, Reclamation Bureau propaganda activities; H. Rules, draft bill.

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amended by adding at the end thereof a paragraph to read as follows:

"Notwithstanding the provisions of the Classification Act of 1923, as amended (5 U. S. C. 661 and the following), or any other provision of law, the Administrator of Veterans' Affairs is authorized to prescribe the rates of pay for the following positions at Veterans' Administration installations in the field: (1) Hospital attendant, (2) dental mechanic, (3) orthopedic mechanic, and (4) positions classified in the crafts, protective, and custodial service pursuant to the Classification Act of 1923, as amended: *Provided*, That in no case shall the range of rates prescribed for the position be lower than the range of rates prescribed for the same position by the Classification Act of 1923, as amended."

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

BILL PASSED OVER

The bill (S. 1333) to amend the Communications Act of 1934, as amended, and for other purposes, was announced as next in order.

Mr. KNOWLAND. Mr. President, may we have an explanation?

The PRESIDENT pro tempore. The Senator from Maine [Mr. WHITE] is not in the Senate Chamber at the moment.

Mr. WHERRY. My attention was directed elsewhere. What is the calendar number?

The PRESIDENT pro tempore. Calendar No. 1634.

Mr. WHERRY. I have been asked to have this bill go over on behalf of several Senators.

The PRESIDENT pro tempore. The bill will be passed over.

RESEARCH IN DENTAL DISEASES AND CONDITIONS

The Senate proceeded to consider the bill (H. R. 6726) to amend the Public Health Service Act to provide for, foster, and aid in coordinating research relating to dental diseases and conditions, and for other purposes.

Mr. SMITH. Mr. President, a bill similar to the pending bill, S. 176, was favorably reported by the Senate Committee on Labor and Public Welfare and passed by the Senate during the first session of the Eightieth Congress.

The Committee on Labor and Public Welfare, rather than send the bill to conference, desires to make certain amendments to the House bill which is now on the calendar. I, therefore, ask for the consideration of a number of amendments, nearly all of which are technical in nature. These amendments are necessary in view of the fact that many of the section numbers, subtitles, and so forth, are identical with similar section numbers and subtitles contained in the heart research bill, S. 2215, which was approved by this body a few days ago and which has been sent to the President for his approval.

Mr. TAFT. Mr. President, will the Senator from New Jersey yield?

Mr. SMITH. I yield to the Senator from Ohio.

Mr. TAFT. I understand that the amendments make the bill substantially the same as the bill passed by the Senate.

Mr. SMITH. The Senator is correct. I call attention to one amendment which is necessary in order to make available to the Public Health Service the funds necessary for the construction of suitable and adequate buildings for the Dental Research Institute. The House left that out for special reasons, since it was necessary to have a special rule if provision for an appropriation were to be inserted. The amendment will make the bill identical with the bill heretofore passed by the Senate.

The PRESIDENT pro tempore. The Senator from New Jersey offers several amendments, which will be stated.

The amendments were stated by the Chief Clerk, as follows:

On page 2, line 12, after the word "cancer" insert "heart."

On page 2, line 14, beginning with "insert—", strike out down through and including the word "by", in line 17.

On page 2, line 17, strike out "406" and insert "415."

On page 2, line 19, strike out "Part B" and insert "Part C."

On page 2, line 21, strike out "411" and insert "421."

On page 2, line 25, strike out "412" and insert "422."

On page 4, line 9, strike out "413" and insert "423."

On page 4, line 10, strike out "412" and insert "422."

On page 4, line 14, strike out "414" and insert "424."

On page 4, line 17, strike out "of the Public Health Service Act."

On page 5, line 2, strike out "414" and insert "424."

On page 5, line 3, strike out "412" and insert "422."

On page 6, line 10, strike out "413 (b)" and insert "501 for carrying out the purposes of this part."

On page 6, line 23, strike out "415" and insert "425."

On page 7, line 5, strike out "416" and insert "426."

On page 7, line 12, strike out "(f)" and insert "(g)."

On page 8, line 24, after the comma insert "the National Advisory Heart Council."

On page 9, after the comma at the end of line 4, insert "Heart."

On page 9, after the comma at the end of line 10, insert "members of the National Advisory Heart Council."

On page 10, line 3, after "Council", insert "or, with respect to heart diseases, recommended by the National Advisory Heart Council."

On page 10, line 12, after "Council", insert "or, with respect to heart diseases, upon recommendation of the National Advisory Heart Council."

On page 10, between lines 16 and 17, insert a new section as follows:

"RESEARCH FACILITIES

"SEC. 5. There is hereby authorized to be appropriated a sum not to exceed \$2,000,000 for the erection and equipment of suitable and adequate buildings and facilities for the use of the National Institute of Dental Research in carrying out the provisions of this act. The Federal Works Administrator is authorized to acquire, by purchase, condemnation, donation, or otherwise, a suitable and adequate site or sites, selected on the advice of the Surgeon General of the Public Health Service, in or near the District of Columbia for such buildings and facilities, and to erect thereon, furnish, and equip such buildings and facilities. The amount authorized to be appropriated in this section shall include the cost of preparation of draw-

ings and specifications, supervision of construction, and other administrative expenses incident to the work: *Provided*, That the Federal Works Agency shall prepare the plans and specifications, make all necessary contracts, and supervise construction."

On page 10, line 18, strike out "5" and insert "6."

On page 10, line 20, strike out "(1)" and insert "(m)."

On page 10, line 21, strike out "(m)" and insert "(n)."

On page 10, line 22, strike out "(m)" and insert "(n)."

On page 10, line 24, strike out "(n)" and insert "(o)."

On page 11, strike out lines 3 to 7, inclusive.

On page 11, line 8, strike out "(d)" and insert "(b)."

The PRESIDENT pro tempore. Without objection, the amendments will be acted on en bloc. The question is on agreeing to the amendments en bloc.

The amendments were agreed to.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time and passed.

PUBLIC WORKS ON RIVERS AND HARBORS

The Senate proceeded to consider the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes; which had been reported from the Committee on Public Works with amendments.

Mr. SALTONSTALL. Mr. President, I should like to ask the Senator from Nevada if he would be willing to insert an amendment which is approved by the Bureau of the Budget, approved by the Army, and is considered by the Governor of Massachusetts and the Boston Port Authority essential to the city of Boston. It relates to deepening the channel which oil tankers use. Because of the increased draft of oil tankers, they cannot get up the channel now except at very full tide, and on that channel is the public utility which furnishes all the electric light for Boston, and other facilities. I understand there are other amendments which the Senate must consider, but I should like to know if the Senator will accept the one I have indicated, which has the approval of the Bureau of the Budget and of the Army.

Mr. MALONE. Mr. President, I will say at the outset that I am representing the Senator from West Virginia [Mr. REVERCOMB] who is chairman of the Committee on Public Works. I am merely chairman on the Subcommittee on Flood Control, Rivers and Harbors, Dams and Electric Power, which has already reported to the main committee, and our report has been received by the full committee and approved.

I may say to the distinguished Senator from Massachusetts that this bill is not considered as an omnibus bill, but it is intended that next year the Committee on Public Works will study seriously the projects presented, beginning early in the session, and submit to this body a real omnibus bill. The pending bill merely covers emergencies, that is, cases where life and property are endangered, and

which call for a relatively small authorization, covering a specific unit which could be constructed by itself, becoming a part of the main unit if the whole project were later authorized, or which would be helpful and serve its purpose by itself if the whole project were never authorized.

I personally do not object to any project any Senator may suggest. The only point I would make is that this is a relatively small bill, the House has held it to small proportions purposely, and I am informed there will be some difficulty in conference if we go outside the policy which has been followed.

Mr. SALTONSTALL. Mr. President, do I understand from the Senator that there will be a comprehensive bill next year, when there will be opportunity to include all reasonable authorizations for improvements of the character I have discussed?

Mr. MALONE. While I am only one member of the subcommittee, the question has been discussed, and what the Senator has said has been the general conclusion, that such a bill will be taken up, and then all meritorious projects can be considered.

Mr. SALTONSTALL. The bill now before the Senate is an emergency one, to cover cases where health or property conditions are involved?

Mr. MALONE. That was what was intended.

Mr. SALTONSTALL. Under those circumstances, I shall not offer the amendment.

Mr. MOORE. Mr. President, I wish to offer an amendment.

The PRESIDENT pro tempore. The question first comes on the amendments of the committee, which will be stated.

The Clerk will state the amendments of the committee.

The first amendment of the Committee on Public Works was, under the heading "Title I—Rivers and Harbors," at the top of page 4, to insert:

Winyah Bay, S. C.; in accordance with the report on file in the Office of the Chief of Engineers.

The amendment was agreed to.

The next amendment was, on page 4, after line 4, to insert:

Gulfport Harbor, Miss.; in accordance with the report of the Chief of Engineers dated April 20, 1948.

The amendment was agreed to.

The next amendment was, on page 4, after line 6, to insert:

Harrison County, Miss., shore protection; in accordance with the report of the Chief of Engineers dated March 8, 1948.

The amendment was agreed to.

The next amendment was, on page 4, after line 19, to insert:

Mississippi River at Fort Madison, Iowa; House Document No. 661, Eightieth Congress.

The amendment was agreed to.

The next amendment was, at the top of page 5, to insert:

Port Wing Harbor, Wis.; House Document No. 668, Eightieth Congress;

The amendment was agreed to.

The next amendment was, on page 5, after line 4, to insert:

Oswego Harbor, N. Y.; in accordance with the report of the Chief of Engineers dated May 10, 1948.

The amendment was agreed to.

The next amendment was, on page 6, after line 18, to insert:

Sec. 104. In the prosecution of the work for the improvement of Bayou Carlin, La., in accordance with project adopted by the River and Harbor Act of March 2, 1945, the Chief of Engineers is hereby authorized to protect the piers of the railway bridge crossing Bayou Carlin at Delcambre, La.

The amendment was agreed to.

The next amendment was, on page 6, after line 24, to insert:

Sec. 105. That the laws of the United States relating to the improvement of rivers and harbors passed since June 25, 1938, shall be compiled under the direction of the Secretary of the Army and the Chief of Engineers and printed for use of the Department of the Army.

The amendment was agreed to.

The next amendment was, on page 7, after line 4, to insert:

Sec. 106. That not to exceed \$5,000 annually of the funds appropriated for rivers and harbors shall be available for the support and maintenance of the Permanent International Commission of the Congresses of Navigation and for the payment in amounts approved by the Chief of Engineers of the expenses of the properly accredited delegates of the United States to the meetings of the congresses and of the Commission.

The amendment was agreed to.

The next amendment was, on page 7, after line 12, to insert:

Sec. 107. The dam site known as Foster Creek Dam on the Columbia River authorized in the River and Harbor Act of July 24, 1946, shall hereafter be known as the Chief Joseph Dam, and any law, regulation, document, or record of the United States in which such dam is designated or referred to under the name of Foster Creek Dam shall be held to refer to such dam under and by the name Chief Joseph Dam.

The amendment was agreed to.

The next amendment was, on page 7, line 21, to change the section number from "104" to "108."

The amendment was agreed to.

The next amendment was, on page 9, line 5, to change the section number from "105" to "109."

The amendment was agreed to.

The next amendment was, under the heading "Title II—Flood Control," on page 11, after line 12, to insert:

DELAWARE RIVER BASIN

The plan for flood protection on the Lackawaxen River, Pa., is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document No. 113, Eightieth Congress, first session, and there is authorized to be appropriated the sum of \$6,150,000 for partial accomplishment of that plan.

The amendment was agreed to.

The next amendment was, on page 11, after line 19, to insert:

SUSQUEHANNA RIVER BASIN

The project for local flood protection at Wilkes-Barre and Hanover Township, Pa., authorized by the Flood Control Act approved June 22, 1936, in accordance with House Document No. 308, Sixty-ninth Congress, first session, is hereby modified to provide for raising a portion of the river front section of the protective levee to provide a uniform degree of protection throughout its length at an estimated cost to the United States of \$250,000 and subject to the conditions of local cooperation prescribed for that project in the act approved June 22, 1936.

The amendment was agreed to.

The next amendment was, on page 12, after line 5, to insert:

JAMES RIVER BASIN

That preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Falling Springs reregulating dam on Jackson River, Va., authorized by the Flood Control Act approved July 24, 1946, in accordance with the recommendations of the Chief of Engineers in House Document No. 207, Eightieth Congress, first session, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

The amendment was agreed to.

The next amendment was, on page 12, after line 17, to insert:

CENTRAL AND SOUTHERN FLORIDA

The project for Caloosahatchee River and Lake Okeechobee drainage areas, Florida, authorized by the River and Harbor Act of July 3, 1930, as amended, is hereby modified and expanded to include the first phase of the comprehensive plan for flood control and other purposes in central and southern Florida as recommended by the Chief of Engineers in his report dated February 19, 1948, subject to the conditions of local cooperation prescribed therein, and there is hereby authorized to be appropriated the sum of \$16,300,000 for partial accomplishment of said plan.

The amendment was agreed to.

The next amendment was, on page 13, line 17, after the word "exceed", to strike out "\$200,000" and insert "\$300,000."

Mr. WHERRY. Mr. President, I wish to propound a question to the Senator from Nevada. Has the increase proposed in the committee amendment been approved by the Bureau of the Budget?

Mr. MALONE. Yes. Each one of the projects reported by the committee has been approved by the Bureau of the Budget, but in this particular case the increase over the House bill is due to a necessary raise in the structures over the river which have been authorized.

Mr. WHERRY. Does this particular item have a Budget estimate? I am not clear concerning the item. If it is proposed to earmark a certain amount of money for a specific project I wish to know whether the Bureau of the Budget has authorized it, and if it has also provided an estimate.

Mr. MALONE. I understand that the amount of \$200,000, which was allowed by the House, was approved by the Bureau of the Budget. The increase of \$100,000 to a total of \$300,000, has not been approved by the Bureau of the Budget, but is necessary due to the change in the plan already authorized.

The PRESIDENT pro tempore. The question is on agreeing to the amendment on page 13, line 17.

The amendment was agreed to.

The PRESIDENT pro tempore. The Clerk will state the next committee amendment.

The next amendment was, on page 13, after line 17, to insert:

The Chief of Engineers is authorized to construct, as an emergency measure, bank protection and control works at Bradens Bend, Okla., in accordance with plans on file in the office of the Chief of Engineers, at an estimated cost of \$1,000,000 as a part of

the multiple-purpose plan for the Arkansas River and tributaries, Arkansas and Oklahoma, authorized by the River and Harbor Act approved July 24, 1946, and the authorization for appropriation for the Arkansas River Basin is hereby increased accordingly.

The amendment was agreed to.

The next amendment was, on page 14, after line 19, to insert:

RED RIVER OF THE NORTH

The comprehensive plan for flood control and other purposes in the Red River of the North drainage basin, North Dakota, South Dakota, and Minnesota as set forth in the report of the Chief of Engineers dated May 24, 1948, is approved and there is hereby authorized the sum of \$2,000,000 for the partial accomplishment of that plan.

The amendment was agreed to.

The next amendment was, on page 15, after line 14, to insert:

MISSOURI RIVER BASIN

The project for bank protection on the Missouri River from Kenslers Bend, Nebr., to Sioux City, Iowa, authorized by the act approved August 18, 1941, is hereby modified and extended upstream to include Miners Bend and vicinity, South Dakota and Nebraska, in accordance with plans on file in the office of the Chief of Engineers at an estimated cost of \$3,000,000.

The amendment was agreed to.

The next amendment was, on page 15, after line 22, to insert:

The projects for flood control and other purposes in the South Platte River Basin, Colo., Wyo., and Nebr. as set forth in House Document No. 669, Eightieth Congress, second session, are approved and there is hereby authorized the sum of \$3,000,000 for partial accomplishment of these projects.

The amendment was agreed to.

The next amendment was, on page 17, after line 16, to insert:

WILLAMETTE RIVER BASIN

The general comprehensive plan for flood control, navigation, and other purposes approved by the Flood Control Act of June 28, 1938, is hereby modified to provide for the installation of hydroelectric power generating facilities, including the construction of a regulating dam, at Detroit Reservoir on the North Santiam River, in accordance with plans on file in the office of the Chief of Engineers.

The amendment was agreed to.

The next amendment was, under the subhead "Lower Mississippi River," on page 18, line 5, after the word "following", to strike out "item and the authorization for said project is increased accordingly" and insert "items."

The amendment was agreed to.

The next amendment was, on page 18, at the beginning of line 7, to insert "(a)", and in line 12, after the word "Congress", to insert "and the authorization for the Lower Mississippi River project is increased accordingly."

The amendment was agreed to.

The next amendment was, on page 18, after line 14, to insert:

(b) The Devils Swamp project at Baton Rouge, La., at an estimated cost of \$2,000,000, authorized by the River and Harbor Act approved July 24, 1946.

The amendment was agreed to.

The next amendment was, on page 18, after line 17, to insert:

(c) The project for improvement of the L'Anguille River, Ark., at an estimated cost

of \$5,100,000 is hereby approved substantially in accordance with the recommendations of the Chief of Engineers in his report dated August 22, 1947, and the authorization for the Lower Mississippi River project is increased by \$2,000,000.

The amendment was agreed to.

The next amendment was, at the top of page 19, to insert:

RIO GRANDE BASIN

The comprehensive plan for the Rio Grande Basin as set forth in the report of the Chief of Engineers dated April 5, 1948, and in the report of the Bureau of Reclamation dated November 21, 1947, all in substantial accord with the agreement approved by the Secretary of the Army and the Acting Secretary of the Interior on November 21, 1947, is hereby approved except insofar as the recommendations in those reports are inconsistent with the provisions of this act and subject to the authorizations and limitations set forth here.

The approval granted above shall be subject to the following conditions and limitations:

(a) Construction of the spillway gate structure at Chamita Dam shall be deferred so long as New Mexico shall have accrued debits as defined by the Rio Grande Compact and until New Mexico shall consistently accrue credits pursuant to the Rio Grande Compact;

(b) Chiflo Dam and Reservoir on Rio Grande shall be excluded from the Middle Rio Grande project authorized herein without prejudice to subsequent consideration of Chiflo Dam and Reservoir by the Congress;

(c) The Bureau of Reclamation, in conjunction with other interested Federal agencies, is directed to make studies to determine feasible ways and means of reducing nonbeneficial consumption of water by native vegetation in the flood plain of the Rio Grande and its principal tributaries above Caballo Reservoir; and

(d) At all times when New Mexico shall have accrued debits as defined by the Rio Grande compact all reservoirs constructed as a part of the project shall be operated solely for flood control except as otherwise required by the Rio Grande Compact, and at all times all project works shall be operated in conformity with the Rio Grande compact as it is administered by the Rio Grande Compact Commission.

In carrying out the provisions of this act, the Secretary of the Interior shall be governed by and have the powers conferred upon him by the Federal reclamation laws (act of June 17, 1902, 32 Stat. 388), and acts amendatory thereof or supplementary thereto, except as is otherwise provided in this act or in the reports referred to above. This act shall be deemed a supplement to said Federal reclamation laws.

Approval is granted to the Secretary of the Interior subject to the limitations of the authorizations approved from time to time for the prosecution of this plan to acquire in the name of the United States, by purchase or otherwise, any or all of the bonds and other evidences of indebtedness of the Middle Rio Grande Conservancy District outstanding when such authorizations are approved at such prices and on such terms and conditions as he shall deem necessary or proper for the protection of the investment of the United States and to retire those obligations on such terms and conditions as he shall likewise deem proper or necessary.

The Secretary of the Interior, in entering into a contract or contracts for the repayment of the reimbursable construction costs of the Middle Rio Grande project, now estimated at approximately \$18,000,000, shall vary that amount to reflect changes in the estimates of those costs occurring prior to the date of the contract or contracts and in

so doing may, if need be, extend the repayment period beyond 40 years to permit payment of costs in excess of the present estimate.

Subject to the limitations of authorizations approved from time to time for prosecution of this plan, approval is granted to the Secretary of the Interior to acquire, on behalf of the United States, by purchase or donation, agricultural lands owned by the State of New Mexico within the Middle Rio Grande project at prices, on terms, and with titles satisfactory to him and to develop those lands substantially in the manner outlined in the report of the Bureau of Reclamation referred to above. Lands so acquired shall be resold or leased by the Secretary to actual settlers for agricultural purposes under rules and regulations prescribed by him which rules and regulations shall set out the prices and terms of such sales and leases, the qualifications required of purchasers, and lessees, and other matters relating to the disposition and use of these lands, and shall provide a preferred right to purchase or lease any tract of such land to otherwise qualified persons of the following classes in the order here set out, purchasers in any class being preferred to lessees in that or any other class:

(1) The former owner or owners of such tracts, if his or their title thereto was divested by reason of sale for taxes to the State of New Mexico.

(2) Honorably discharged veterans of World War II who are the sons or daughters of the former owner or owners of such tract, if the title of said former owner or owners was divested by reason of sale of taxes to the State of New Mexico.

(3) The sons or daughters of the former owner or owners of such tract other than those referred to in (2) if the title of said former owner or owners was divested by reason of sale for taxes to the State of New Mexico.

(4) Honorably discharged veterans of World War II other than those referred to in (2).

(5) Persons other than those referred to in the clauses above. Any deed executed by the Secretary in favor of any person described under (4) or (5) shall provide that any person described under (1), (2), or (3) shall have the right to purchase any land conveyed by such deed, within a period of 10 years after the execution thereof, by (a) paying to the owner the amount or amounts actually paid by him as consideration for such deed and for the actual cost of improvements on such land plus interest at the rate of 6 percent per annum on such amount or amounts, and (b) assuming any obligations of the owner to the Secretary with respect to such land. Any lease executed by the Secretary under the provisions of this section to any person described under (4) or (5) shall, by its terms, expire not later than 5 years after the date of its execution. The preferred rights provided for by this section to purchase or lease any land shall continue to be applicable until such land is finally disposed of by the Secretary; but the right of any lessee or purchaser to enter into possession shall be subject to any rights under any prior lease executed by the Secretary. Moneys accruing from the sale or lease of said lands shall be covered into the reclamation fund in the Treasury.

In the administration of the provisions of this act all water in the Middle Rio Grande Valley in New Mexico shall be deemed to be useful primarily for domestic, municipal, and irrigation purposes.

Nothing in this act shall be construed as affecting or abrogating in any way the laws of the State of New Mexico in which the Middle Rio Grande Valley lies, relating to the control, appropriation, or distribution of water used in irrigation or for municipal or other uses, or any vested right therein.

Nothing in this act shall be construed to abrogate or impair existing obligations of the United States or any agency thereof, including obligations to furnish water for irrigation and obligations to any Indian or tribe or band of Indians whether based on treaty, agreement, or act of Congress.

There is hereby authorized to be appropriated the sum of \$3,500,000 to be expended by the Department of the Army for the partial accomplishment of the comprehensive plan for the Rio Grande Basin.

The amendment was agreed to.

The next amendment was, on page 26, after line 17, to insert:

Two Mile Creek, Oreg.

The amendment was agreed to.

The next amendment was, on page 26, after line 18, to insert:

Aroostook River and tributaries, Maine.

The amendment was agreed to.

The next amendment was, on page 26, after line 19, to insert:

Beaver Creek, Lincoln County, Oreg.

The amendment was agreed to.

The next amendment was, on page 26, after line 20, to insert:

Skinner Creek, at and in the vicinity of Mannesville, N. Y.

The amendment was agreed to.

The next amendment was, on page 26, after line 22, to insert:

Steinhatchee and Fenholloway Rivers, Fla.

The amendment was agreed to.

The next amendment was, on page 26, after line 23, to insert:

River Rouge and tributaries, Mich.

The amendment was agreed to.

The next amendment was, on page 28, line 8, after the words "sum of", to strike out "\$25,000,000" and insert "\$65,000,000."

The amendment was agreed to.

The PRESIDENT pro tempore. That completes the committee amendments.

Mr. MOORE. I offer an amendment which I ask to have stated.

The PRESIDENT pro tempore. The amendment will be stated.

The CHIEF CLERK. On page 13, following line 4, immediately after the heading "Arkansas River Basin", it is proposed to insert the following:

The second paragraph under the heading "Arkansas River Basin" in the Flood Control Act of 1946, is hereby amended to read as follows:

"The Chief of Engineers is authorized to provide in the Canton Reservoir on the North Canadian River 107,000 acre-feet of irrigation and water supply storage (including approximately 69,000 acre-feet for irrigation and 38,000 acre-feet for municipal water supply for Enid, Okla., to be utilized in accordance with section 8 and section 6, respectively, of the Flood Control Act of December 22, 1944 (Public 534, 78th Cong.)), upon the condition that when siltation of the reservoir shall encroach upon the flood-control allocation the irrigation and water supply storage will be reduced progressively unless provision is made to raise the height of the dam or otherwise provide compensatory storage for flood control on the basis of an equitable distribution of the costs among the water users and other beneficiaries of conservation storage, as determined at that time."

The PRESIDENT pro tempore. The question is on agreeing to the amendment of the Senator from Oklahoma.

Mr. MALONE. The committee accepts the amendment, since there is no

charge under it to the Federal Government. It is simply a matter of water use.

The PRESIDENT pro tempore. The question is on agreeing to the amendment submitted by the Senator from Oklahoma.

The amendment was agreed to.

Mr. CHAVEZ. Mr. President, on behalf of the Senator from Washington [Mr. MAGNUSON], I submit an amendment which has been approved by the Committee on Public Works.

The PRESIDENT pro tempore. The amendment will be stated.

The CHIEF CLERK. At the end of section 108 of the bill as reported, it is proposed to insert the following:

Quilcene Bay Harbor, Wash.

The PRESIDENT pro tempore. The question is on agreeing to the amendment.

The amendment was agreed to.

Mr. MALONE. I accept the amendment for the Committee on the same basis as the previous amendments have been agreed to.

The PRESIDENT pro tempore. Are there further amendments to be offered?

Mr. HATCH. Mr. President, I desire to ask special attention from the Senator from Texas [Mr. CONNALLY]. As is known from the debate had previously in the Senate, the bill relating to the Fort Sumner irrigation district is a most important measure, and one which ought to be enacted at the present session of the Congress. I realize that under the 5-minute rule I cannot discuss the matter adequately, and that there will be no chance to have that amendment adopted, unless the Senator from Texas will withdraw his objection.

In that connection I want to appeal to the Senator from Texas, for his reason, for he is a reasonable man, to his fairness, because he is a fair man, and to read a letter I have just received dated the 10th of June 1948, from the Commissioner of Irrigation and Reclamation regarding this particular project, and concerning floods which have recently occurred in that area. I ask the Senator's attention to the letter. It is addressed to me and is as follows:

MY DEAR SENATOR HATCH: For your information I am quoting herein a paragraph from a communication which has just been received from the regional office in Amarillo, Tex., concerning the recent floods on the Pecos River.

"Although information indicates that cloudburst storms were more general below than above Alamogordo Dam and Fort Sumner Diversion Dam, both Fort Sumner and Carlsbad interests were very concerned at the time of the flood about the safety of those structures, as indicated by numerous communications received by this office during and shortly after the storm. We are well aware of the precarious situation regarding the Fort Sumner Diversion Dam as well as the insecurity of Alamogordo Dam because of inadequate spillway capacity. Had the storm centered between Alamogordo Dam and Fort Sumner instead of around Roswell, Fort Sumner Diversion Dam would undoubtedly have failed."

That ends the communication from the regional office. I make the appeal to the Senator from Texas because I know that in good faith he thinks that

this measure should not be passed because he wants a compact between the States.

Mr. President, I hope the Senator from Texas will not object to the amendment. It has already passed the House and been reported by our committee, and the emergency needs are great. I assure the Senator from Texas that if he will agree to the amendment today and let it be attached to the public works bill, I will do everything in my power, and the officials of my State will cooperate with the officials of the State of Texas, in trying to get an adequate, reasonable, and fair compact between the States.

The objection to the bill, if maintained, will place in serious jeopardy not only the diversion dam at Fort Sumner, but the structure at Alamogordo Dam which if destroyed will cause an outlay of millions of dollars, and total destruction of crops and valuable farming land. I make the appeal to the Senator from Texas and shall offer the Fort Sumner project bill as an amendment to the pending bill.

Mr. CONNALLY. Mr. President, the Senator from New Mexico in all kindness has placed me in a very embarrassing position. I do not like to object to this amendment, but we have had the bill before the Senate, and the Senate rejected the bill, on my objection, it is true. But, Mr. President, I hold in my hand a report from the Bureau of the Budget which not only does not approve the project, but disapproves it. I shall put the report in the RECORD.

Furthermore, Mr. President, the Pecos River is an interstate stream. We do not get a drop of water out of the Pecos until it comes down through New Mexico. We have endeavored to secure an interstate compact with regard to the diversion of these waters. On two occasions the engineers and others agreed on a compact, and New Mexico refused to ratify it. Once the legislature refused to ratify it. On another occasion the Governor vetoed the compact. We are endeavoring to get a compact. We want to be fair to New Mexico. In the present Congress I have agreed to two reclamation bills involving New Mexico, one in connection with the Rio Grande, involving a large sum of money, and the other on this particular river, the Pecos. I have agreed and made no objection to the Carlsbad project, involving a large amount of money. But, Mr. President, the Budget Bureau points out in its letter that this project would require 70 years to pay back the money.

Mr. HATCH. Mr. President, will the Senator permit an interruption? I know he has only 5 minutes, and I shall not take long.

Mr. CONNALLY. I yield.

Mr. HATCH. The objection of the Bureau of the Budget is that the time of payment is spread over 70 years. I invite the attention of the Senator from Texas to the fact that other bills have passed the Senate containing identical provisions, and objection has not been made.

Mr. CONNALLY. I was not responsible for the fact that objection was not made. The Budget Bureau not only points out that it would require 70 years

to pay back the money, but it also points out that it does not believe that the financial condition of the district is such that it could meet the payments. The Bureau of the Budget opposes the bill. In all fairness, I hope the Senate will not agree to this amendment. This is an unusual way to legislate.

Mr. HATCH. Mr. President, if the Senator is going to object, I shall withdraw the amendment, because I will not place the Senate in the embarrassing position of voting on an amendment until it can be adequately explained and debated. If it is the purpose of the Senator from Texas to object to the amendment, is it?

Mr. CONNALLY. It is.

Mr. HATCH. I withdraw the amendment. I again give notice that I hope, before the Senate adjourns, sometime, somehow, we may have an opportunity thoroughly to explain all the details of this project. The amendment is now withdrawn.

The PRESIDENT pro tempore. The amendment is withdrawn.

Mr. CONNALLY. Mr. President, I dislike to make this objection, but I hold in my hand protests against the bill, signed by all the Texas water engineers and others, and signed by the Governor of my State, insisting that I object, and insisting that until a compact is made with us for the fair division of those waters, we shall not increase the allocation up the stream, which will prevent water coming down into the Red Bluff Dam for the use of Texas. I regret it.

Mr. HATCH. Mr. President, we shall not be interested in a compact after our projects are destroyed.

Mr. CONNALLY. Mr. President, I regret that the Senator from New Mexico has placed on me the entire burden of this matter, but I am representing the State of Texas on this floor, and I cannot ignore the well-thought-out objections which I hold in my hand, which have been made by the water commissioners and the engineers of my State, and the Governor of my State, against this project. So I shall have to object to the amendment.

The PRESIDENT pro tempore. Are there further amendments to the bill?

Mr. HOLLAND. Mr. President, I offer the amendment which I send to the desk and ask to have stated.

The PRESIDENT pro tempore. The amendment offered by the Senator from Florida will be stated.

Mr. WHERRY. Mr. President, a parliamentary inquiry.

The PRESIDENT pro tempore. The Senator will state it.

Mr. WHERRY. As I understand, the objection of the Senator from Texas is not to the bill, but he is objecting only to the amendment to which reference has been made.

Mr. CONNALLY. That is all. I am not objecting to the bill.

The PRESIDENT pro tempore. The amendment offered by the Senator from Florida will be stated.

Mr. HOLLAND. Mr. President, the amendment is quite lengthy. I shall be satisfied to have the amendment printed

in the RECORD at this point, and I shall be glad to explain very briefly what is it.

The PRESIDENT pro tempore. Without objection, the amendment will be printed at this point in the RECORD, and the Senator from Florida may proceed with the explanation.

The amendment of Mr. HOLLAND was, on page 6, after line 9, to insert a new section, as follows:

SEC. 103. The proposed work of improvement of the Intracoastal Waterway from the Caloosahatchee to the Anclote River, Fla., House Document No. 371, Seventy-sixth Congress, as authorized in the Rivers and Harbors Act of March 2, 1945, is modified to the extent herein set forth, and the Secretary of the Army, acting through the Chief of Engineers is authorized to utilize in the area affected such of the following routes as may be determined feasible by the Chief of Engineers, with the approval of the Secretary of the Army, namely, Route 1, generally paralleling the coast from Venice Bay to Lemon Bay as heretofore authorized in the River and Harbor Act of March 2, 1945; Route 2: Run east from the junction of Little Sarasota Bay and Casey's Inlet Channel, along the south side of Venice Bay, to a point just west of the Seaboard Railroad right-of-way; thence south to Alligator Creek; thence southwest to Lemon Bay; Route 3: Run east from the junction of Little Sarasota Bay and Casey's Inlet Channel, along the north side of Venice Bay, to the old canal right-of-way; thence east along the old canal right-of-way to the divide in section 3; thence south to Alligator Creek; thence southwest to Lemon Bay; Route 4: Cut an inlet from the open Gulf to Route 1 (H. Doc. No. 371, 76th Cong.) in the vicinity of south end of the airport, with the necessary protecting works and jetties, thence along present Route 1 to Lemon Bay: *Provided*, That the cost to the United States shall not exceed the cost of the original route.

Mr. HOLLAND. Mr. President, there is a part of the Intracoastal Waterway which passes through the village of Venice, on the west coast of Florida. Difficulty is being experienced in placing the canal where it was designated to go. Under the provisions of this amendment, three alternate routes are authorized, in addition to the original, not displacing the original one, with the condition that private interests shall see that it costs the United States Government no more. It leaves it to the engineers either to locate the canal at the original site, or at any of the three alternate sites, all subject to the condition that the United States Government be not caused any additional expense.

The PRESIDENT pro tempore. May the Chair inquire what canal the Senator is discussing?

Mr. HOLLAND. The intercoastal canal which runs south from Tampa along the coast to Fort Myers. It has no relation to the cross-State canal, I can assure the President pro tempore.

The PRESIDENT pro tempore. The question is on agreeing to the amendment offered by the Senator from Florida [Mr. HOLLAND].

The amendment was agreed to.

Mr. MALONE. Mr. President, the amendment merely allows discretion to the Army engineers in the choice of routes. The only limitation is the already authorized amount of money.

The PRESIDENT pro tempore. The bill is open to further amendment. If

there be no further amendment to be proposed, the question is on the engrossment of the amendments and the third reading of the bill.

The amendments were ordered to be engrossed and the bill to be read a third time.

The bill was read the third time and passed.

Mr. MALONE. Mr. President, I ask unanimous consent that the flood-control bill, House bill 6419, as passed by the Senate, be reprinted with the Senate amendments numbered.

The PRESIDENT pro tempore. Without objection, it is so ordered.

EXEMPTION OF AIR CARRIERS FROM CERTAIN STATUTORY PROVISIONS

Mr. HAWKES. Mr. President, I ask unanimous consent to return to the consideration of Calendar 1619, Senate bill 2460. The distinguished Senator from New Hampshire [Mr. TOBEY] has withdrawn his objection, and I should like very much to have the bill considered.

The PRESIDENT pro tempore. Is there objection to the request of the Senator from New Jersey?

There being no objection, the Senate proceeded to consider the bill (S. 2460) to exempt air carriers from statutory provisions requiring payments for compensation for customs employees overtime services, and for other purposes, which had been reported from the Committee on Interstate and Foreign Commerce with an amendment, to strike out all after the enacting clause and insert:

That section 451 of the Tariff Act of 1930, as amended (46 Stat. 715, as amended; U. S. C., title 19, sec. 1451), is hereby amended by striking out the period at the end thereof and inserting in lieu thereof a colon and the following: "*Provided further*, That, notwithstanding the provisions of section 644 of the Tariff Act of 1930 (U. S. C., title 19, sec. 1644) and the provisions of section 7 of the Air Commerce Act of 1926, the provisions of this section, sections 450 and 452 of the Tariff Act of 1930, as amended (U. S. C., title 19, secs. 1450 and 1452), and the provisions of section 5 of the act of February 13, 1911, as amended (U. S. C., title 19, sec. 267), shall not apply to the owner, operator, agent, or consignee of an aircraft (as defined in the Civil Aeronautics Act of 1938, as amended) engaged in overseas or foreign air transportation (as defined in the Civil Aeronautics Act of 1938, as amended) under published schedules: *Provided further*, That the extra compensation of customs officers and employees assigned to the performance of inspectional services in connection with traffic on aircraft operated by an air carrier (as defined in the Civil Aeronautics Act of 1938, as amended) which is payable on the basis prescribed by section 5 of the act of February 13, 1911, as amended, shall be payable by the United States without reimbursement by the applicants for such services or any other person.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

SALE OF WAR-HOUSING PROJECT TO STATE OF FLORIDA

The Senate proceeded to consider the bill (S. 2322) to provide for the sale of a part of war-housing project No. Fla-8252-1 to the department of public safety of the State of Florida, which had been reported from the Committee on Bank-

ing and Currency with an amendment, to strike out all after the enacting clause, and insert:

That, notwithstanding the provisions of the act entitled "An act to expedite the provision of housing in connection with national defense, and for other purposes," approved October 14, 1940, as amended (known as the Lanham Act), the Housing and Home Finance Administrator is authorized and directed to sell, and to convey by quitclaim deed, all right, title, and interest of the United States in that part of war housing project No. Fla-8252-1 described in section 2 of this act to the Department of Public Safety of the State of Florida for use as the site of a patrol station and school of the Florida highway patrol.

SEC. 2. Except as hereinafter provided, the property authorized to be sold and conveyed by the first section is more particularly described as follows: All that tract or parcel of land lying and being situated within the corporate limits of the city of Panama City, Bay County, Fla., beginning at the point where the center line of Moody Avenue intersects the northeasterly right-of-way line of State Road No. 30; thence northeasterly with said center line to a point in the north line of Bryan Avenue; thence northerly at right angles to said north line of Bryan Avenue to a point on the south line of North Bay; thence with said North Bay line westerly until it intersects the aforesaid northeasterly right-of-way line of State Road No. 30; thence southeasterly with said right-of-way line to the point of beginning; subject to any easements for that portion of Moody Avenue and Bryan Avenue included in the above description; including the building known as Community House, three barracks buildings and four detached one-family dwellings Nos. 1935, 1937, 1939, and 1941; including all utilities, lines, pipes, connections, sidewalks, curbs, driveways, and parking areas thereon. The Administrator is authorized in his discretion to exclude from such sale and conveyance the dwelling structure No. 1941 situated upon such tract or parcel.

SEC. 3. (a) The sale and conveyance authorized by this act shall be made upon payment of a consideration equal to the fair market value of the land and improvements situated thereon, or the apportioned cost to the Federal Government of the land and improvements situated thereon, each as determined by the Housing and Home Finance Administrator, whichever is the less: *Provided*, That there shall be deducted from such consideration a sum equal to 50 percent of that portion of the consideration so determined which is attributed to the portion of such tract or parcel conveyed for use as a school of the Florida highway patrol.

(b) In the event of the exclusion of the dwelling structure No. 1941 from the sale and conveyance authorized by this act, the consideration prescribed by subsection (a) of this section shall be reduced by a sum equal to the fair market value of such structure, off site, as determined by said Administrator.

SEC. 4. (a) In the sale and conveyance authorized by this act, the Housing and Home Finance Administrator is authorized to reserve to the United States, and its successors in title to lands contained in war housing project No. Fla-8252-1, the right to use all utilities and facilities ancillary thereto situated upon the tract or parcel to be conveyed, for such time as such utilities and facilities may be needed for use in connection with the housing situated on such lands.

(b) In the event of the exclusion of the dwelling structure No. 1941 from such sale and conveyance, said Administrator is authorized to make such sale and conveyance upon condition—

(1) that the grantee permit said Administrator, or any person designated by him, to

enter upon the premises conveyed at any time within 1 year from the date of conveyance of such property for the purpose of removing said structure from the premises; and

(2) that there shall be reserved from such sale and conveyance such right of ingress and egress as said Administrator shall determine to be necessary to preserve to the several occupants of said structure continued right of occupancy thereof until such removal.

(c) The sale and conveyance authorized by this act shall be made by said Administrator upon condition that the grantee agree that, for a period of 1 year from the date of the conveyance, no occupant of any dwelling transferred by such conveyance shall be evicted from (or denied the continued right of ingress to or egress from) such dwelling without having first been given 90 days' written notice to vacate, except in case of an eviction based on the grounds that the tenant is committing a nuisance or otherwise violating an obligation of his tenancy.

(d) The provisions of section 313 of such act of October 14, 1940, as amended, shall not be applicable to the property conveyed pursuant to this act.

Mr. MORSE. Mr. President, may we have an explanation of the bill?

Mr. CAIN. Mr. President, the bill simply authorizes and directs the Housing and Home Finance Administrator to convey by quit-claim deed to the Department of Public Safety of the State of Florida a portion of a temporary war housing project situated in Panama City, Fla., for use as the site of a patrol station and school of the Florida Highway Patrol. It is not the intention, nor does the legislation authorize the Government to give this property away. The bill provides that the purchase price of the property to be conveyed shall be determined by the Housing Administrator on the basis of its fair market value or its cost to the Federal Government, whichever is lower. The portions of the property to be conveyed to the public safety department of the State of Florida for the use of the Florida Highway Patrol consist of three barracks buildings and a community house which are no longer used. They are to be used for training purposes by the department of public safety of Florida.

Mr. MORSE. Mr. President, I think the bill is exceedingly sound in principle. The Federal Government will get something for its property. I do not object.

The PRESIDENT pro tempore. The question is on agreeing to the committee amendment.

The amendment was agreed to.

The bill was ordered to be engrossed for a third reading, read the third time, and passed.

TERMINATION OF RETIREMENT SYSTEM OF OFFICE OF COMPTROLLER OF THE CURRENCY

The Senate proceeded to consider the bill (S. 2692) to terminate the retirement system of the Office of the Comptroller of the Currency, and to transfer that retirement fund to the civil-service retirement and disability fund, which had been reported from the Committee on Post Office and Civil Service with an amendment, on page 2, after line 9, to strike out:

(b) In the case of each officer or employee of the Bureau of the Comptroller of the

Currency who is a member of the retirement system of that office, the United States Civil Service Commission shall cause to be credited to his individual account in the Civil Service Retirement and Disability Fund an amount equal to that amount which would have been in his account from his own contributions and interest thereon, had he been subject to the Civil Service Retirement Act of May 29, 1930, as amended, during the period for which he has creditable service under the rules and regulations of the retirement system of the Office of the Comptroller of the Currency, and the period covered thereby shall be allowable service for the purposes of the Civil Service Retirement Act of May 29, 1930, as amended, but such amount shall not be less than the amount of such employee's accumulated contributions and interest standing to his credit on the books of the retirement fund of the Comptroller's Office at the time of its termination.

(c) In the event that the amount deposited to an employee's credit on the above basis is in excess of the amount which would have been to his credit had he made the contributions required for allowable service under the Civil Service Retirement Act of May 22, 1920, as amended, currently during the same period of time for which he has creditable service under the rules and regulations of the retirement system of the Comptroller's Office, plus interest thereon, such excess amount shall be applied to any other deposits or redeposits required of such employee under section 7, 9, or 12 of the Civil Service Retirement Act of May 29, 1930, as amended, covering periods of allowable service for which said employee did not have creditable service under the rules and regulations of the retirement system of the Comptroller's Office, or, if he has no such additional allowable service, the excess shall be applied to the purchase of an additional annuity under the provisions of section 10 of said act: *Provided*, That any additional voluntary contributions made by an employee to the retirement fund of the Comptroller's Office or any required employee contributions made by an employee to said fund for any periods of honorable service in the Army, Navy, Air Force, Marine Corps, or Coast Guard of the United States, shall in any event be treated as excess deposits and applied as above provided.

And insert:

(b) In the case of each officer or employee who is a member of the retirement system of the Office of the Comptroller of the Currency, the United States Civil Service Commission shall cause to be credited to his individual account in the civil-service retirement and disability fund an amount equal to such employee's accumulated contributions and interest standing to his credit on the books of the retirement system of the Office of the Comptroller of the Currency at the time of its termination: *Provided*, That in the event that such amount is in excess of the amount which would have been to his credit had he made the contributions required for allowable service under the Civil Service Retirement Act of May 22, 1920, as amended, currently during the same period of time for which he has creditable service under the rules and regulations of the retirement system of the Office of the Comptroller of the Currency, plus interest thereon, such excess amount shall be applied to any other deposits or redeposits required of such employees under sections 7, 9, and 12 of the Civil Service Retirement Act of May 29, 1930, as amended, covering periods of allowable service for which said employee did not have creditable service under the rules and regulations of the retirement system of the Office of the Comptroller of the Currency, or, if he has no such additional allowable service, the excess shall be repaid to such employee in

80TH CONGRESS
2D SESSION

H. R. 6419

IN THE SENATE OF THE UNITED STATES

JUNE 12 (legislative day, JUNE 1), 1948

Ordered to be printed with the amendments of the Senate numbered

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

1 *Be it enacted by the Senate and House of Representa-*
2 *tives of the United States of America in Congress assembled,*

3 TITLE I—RIVERS AND HARBORS

4 SEC. 101. The following works of improvement of rivers
5 and harbors and other waterways for navigation, flood con-
6 trol, and other purposes are hereby adopted and authorized
7 to be prosecuted under the direction of the Secretary of the
8 Army and supervision of the Chief of Engineers, in accord-
9 ance with the plans and subject to the conditions recom-
10 mended by the Chief of Engineers in the respective reports
11 hereinafter designated: *Provided*, That the provisions of

section 1 of the River and Harbor Act approved March 2, 1945 (Public, Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

Beals Harbor, Maine; House Document Numbered 553, Eightieth Congress;

Cape Porpoise Harbor, Maine; House Document Numbered 555, Eightieth Congress;

Channel from Buzzards Bay to Buttermilk Bay, Massachusetts; House Document Numbered 552, Eightieth Congress;

Falmouth Harbor, Massachusetts; House Document Numbered 566, Eightieth Congress;

Provincetown Harbor, Massachusetts; House Document Numbered 600, Eightieth Congress;

Taunton River, Massachusetts; House Document Numbered 196, Eightieth Congress;

Harbor of refuge at Point Judith, Rhode Island; Senate Document Numbered 15, Eightieth Congress;

Westcott Cove, Connecticut; House Document Numbered 379, Eightieth Congress;

1 Greenwich Harbor, Connecticut; House Document Num-
2 bered 272, Eightieth Congress;

3 Rock Hall Harbor, Maryland; House Document Num-
4 bered 273, Eightieth Congress;

5 Chester River, Maryland (channel from Kent Island
6 Narrows to Wells Cove) ; House Document Numbered 380,
7 Eightieth Congress;

8 Cambridge Harbor, Maryland; House Document Num-
9 bered 381, Eightieth Congress;

10 Honga River and Tar Bay, Maryland; House Docu-
11 ment Numbered 580, Eightieth Congress;

12 Bransons Cove, Lower Machodoc River, Virginia;
13 House Document Numbered 420, Eightieth Congress;

14 Deep Creek, Warwick County, Virginia; House Docu-
15 ment Numbered 601, Eightieth Congress;

16 Norfolk Harbor, Southern Branch of Elizabeth River,
17 Virginia; House Document Numbered 545, Eightieth
18 Congress;

19 Stumpy Point Bay, North Carolina; House Document
20 Numbered 422, Eightieth Congress;

21 Inland Waterway, Beaufort to Cape Fear River, North
22 Carolina, including waterway to Jacksonville, North Caro-
23 lina; House Document Numbered 421, Eightieth Congress;

1 **(1)***Winyah Bay, South Carolina; in accordance with the*
2 *report on file in the Office of the Chief of Engineers.*

3 Saint Andrew Bay, Florida; House Document Num-
4 bered 559, Eightieth Congress;

5 **(2)***Gulfport Harbor, Mississippi; in accordance with the*
6 *report of the Chief of Engineers dated April 20, 1948;*

7 **(3)***Harrison County, Mississippi, Shore protection; in ac-*
8 *cordance with the report of the Chief of Engineers dated*
9 *March 8, 1948.*

10 Galveston Harbor, Texas; House Document Numbered
11 561, Eightieth Congress;

12 Galveston Channel, Texas; House Document Numbered
13 561, Eightieth Congress;

14 Texas City Channel, Texas; House Document Num-
15 bered 561, Eightieth Congress;

16 Houston Ship Channel, Texas; House Document Num-
17 bered 561, Eightieth Congress;

18 Port Aransas-Corpus Christie Waterway, Texas; House
19 Document Numbered 560, Eightieth Congress;

20 **(4)***Mississippi River at Fort Madison, Iowa; House Docu-*
21 *ment Numbered 661, Eigtieth Congress;*

22 Grand Traverse Bay, Michigan (in the vicinity of
23 Traverse City) ; House Document Numbered 546, Eightieth
24 Congress;

1 (5) *Port Wing Harbor, Wisconsin; House Document Num-*
 2 *bered 568; Eightieth Congress;*

3 Dunkirk Harbor, New York; House Document Num-
 4 bered 632, Eightieth Congress;

5 (6) *Oswego Harbor, New York; in accordance with the re-*
 6 *port of the Chief of Engineers dated May 10, 1948;*

7 Halfmoon Bay, California; House Document Numbered
 8 644, Eightieth Congress;

9 Noyo River and Harbor, California; House Document
 10 Numbered 586, Eightieth Congress;

11 Tillamook Bay and Bar, Oregon (channel to, and boat
 12 basin at, Garibaldi); House Document Numbered 650,
 13 Eightieth Congress;

14 Umpqua River, Oregon (channel to, and basin in, Win-
 15 chester Bay); Senate Document Numbered 154, Eightieth
 16 Congress;

17 Coos Bay, Oregon (Charleston Channel); House Docu-
 18 ment Numbered 646, Eightieth Congress;

19 Coos and Millicoma Rivers, Oregon; Senate Document
 20 Numbered 124; Eightieth Congress;

21 Skipanon Channel, Oregon (at Warrenton); Senate
 22 Document Numbered 93, Eightieth Congress;

23 Smith River, Oregon; Senate Document Numbered 94
 24 Eightieth Congress;

1 Grays Harbor and Chehalis River, Washington; House
2 Document Numbered 635, Eightieth Congress.

3 SEC. 102. That hereafter direct allotments from appro-
4 priations for the maintenance and improvement of existing
5 river and harbor works, or from other available appropria-
6 tions, may be made by the Secretary of the Army for the
7 collection and removal of drift in Baltimore Harbor and its
8 tributary waters, and this work shall be carried out as a
9 separate and distinct project.

10 ~~(7)~~SEC. 103. *The proposed work of improvement of the*
11 *Intracoastal Waterway from the Caloosahatchee to the*
12 *Anclote River, Florida, House Document Numbered 371,*
13 *Seventy-sixth Congress, as authorized in the Rivers and*
14 *Harbors Act of March 2, 1945, is modified to the extent*
15 *herein set forth, and the Secretary of the Army, acting*
16 *through the Chief of Engineers, is authorized to utilize in the*
17 *area affected such of the following routes as may be determined*
18 *feasible by the Chief of Engineers, with the approval of the*
19 *Secretary of the Army, namely, Route 1 generally parallel-*
20 *ing the coast from Venice Bay to Lemon Bay as heretofore*
21 *authorized in the River and Harbor Act of March 2, 1945;*
22 *Route 2: Run east from the junction of Little Sarasota Bay*
23 *and Casey's Inlet Channel, along the south side of Venice*
24 *Bay, to a point just west of the Seaboard Railroad right-*
25 *of-way; thence south to Alligator Creek; thence southwest*

1 to Lemon Bay; Route 3: Run east from the junction of
 2 Little Sarasota Bay and Casey's Inlet Channel, along the
 3 north side of Venice Bay, to the old canal right-of-way;
 4 thence east along the old canal right-of-way to the divide
 5 in section 3; thence south to Alligator Creek; thence south-
 6 west to Lemon Bay; Route 4: Cut an inlet from the open
 7 Gulf to Route 1 (House Document Numbered 371, Seventy-
 8 sixth Congress) in the vicinity of south end of the airport,
 9 with the necessary protecting works and jetties, thence along
 10 present Route 1 to Lemon Bay: Provided, That the cost to
 11 the United States shall not exceed the cost of the original
 12 route.

13 SEC. ~~(8)~~¹⁰³ 104. That the existing project for the
 14 Neches and Angelina Rivers, Texas, adopted in the River
 15 and Harbor Act approved March 2, 1945, is hereby modified
 16 so as to provide that the local agency which gives assurances
 17 that upon completion of the entire project it will contribute
 18 toward the first cost of the work the sum of \$5,000,000,
 19 shall be permitted to withdraw from the pool of dam B not
 20 to exceed two thousand cubic feet of water per second for
 21 its own use.

22 ~~(9)~~ SEC. 105. In the prosecution of the work for the im-
 23 provement of Bayou Carlin, Louisiana, in accordance with
 24 project adopted by the River and Harbor Act of March 2,
 25 1945, the Chief of Engineers is hereby authorized to protect

1 the piers of the railway bridge crossing Bayou Carlin at
2 Delcambre, Louisiana.

3 (10)SEC. 106. That the laws of the United States relating
4 to the improvement of rivers and harbors passed since June
5 25, 1938, shall be compiled under the direction of the Sec-
6 retary of the Army and the Chief of Engineers and printed
7 for use of the Department of the Army.

8 (11)SEC. 107. That not to exceed \$5,000 annually of the
9 funds appropriated for rivers and harbors shall be available
10 for the support and maintenance of the Permanent Inter-
11 national Commission of the Congresses of Navigation and
12 for the payment in amounts approved by the Chief of Engi-
13 neers of the expenses of the properly accredited delegates of
14 the United States to the meetings of the congresses and of
15 the Commission.

16 (12)SEC. 108. The dam site known as Foster Creek Dam
17 on the Columbia River authorized in the River and Harbor
18 Act of July 24, 1946, shall hereafter be known as the Chief
19 Joseph Dam, and any law, regulation, document, or record
20 of the United States in which such dam is designated or
21 referred to under the name of Foster Creek Dam shall be
22 held to refer to such dam under and by the name Chief
23 Joseph Dam.

24 SEC. (13)104 109. The Secretary of the Army is hereby
25 authorized and directed to cause preliminary examinations

1 and surveys to be made at the following-named localities, the
2 cost thereof to be paid from appropriations heretofore or
3 hereafter made for such purposes: *Provided*, That no pre-
4 liminary examination, survey, project, or estimate for new
5 works other than those designated in this title or some prior
6 Act or joint resolution shall be made: *Provided further*, That
7 after the regular or formal reports made as required by law
8 on any examination, survey, project, or work under way or
9 proposed are submitted, no supplemental or additional report
10 or estimate shall be made unless authorized by law: *Provided*
11 *further*, That the Government shall not be deemed to have
12 entered upon any project for the improvement of any water-
13 way or harbor mentioned in this title until the project for
14 the proposed work shall have been adopted by law: *Provided*
15 *further*, That reports of surveys on beach erosion and shore
16 protection shall include an estimate of the public interests
17 involved, and such plan of improvement as is found justified,
18 together with the equitable distribution of costs in each case:
19 *And provided further*, That this section shall not be con-
20 strued to interfere with the performance of any duties vested
21 in the Federal Power Commission under existing law:

22 Dosoris Creek, New York;

23 Tolchester Beach area, Maryland;

24 Little Magothy River, Maryland;

1 Holdens Creek, Virginia;

2 Hacks Creek, Northumberland County, Virginia;

3 Back River, York County, Virginia, and channel con-
4 necting Back River with Front Cove;

5 Bennetts Creek, York County, Virginia;

6 Powells Bay, Accomack County, Virginia, at Wisharts
7 Point, and channel connecting said bay with the "Ballast";

8 Fishermans Bay, Lopez Island, Washington.

9 (14) *Quilcene Bay Harbor, Washington.*

10 SEC. (15) 105 110. Title I may be cited as the "River
11 and Harbor Act of 1948".

12 TITLE II—FLOOD CONTROL

13 SEC. 201. That section 3 of the Act approved June 22,
14 1936 (Public, Numbered 738, Seventy-fourth Congress),
15 as amended by section 2 of the Act approved June 28, 1938
16 (Public, Numbered 761, Seventy-fifth Congress), shall
17 apply to all works authorized in this title except that for
18 any channel improvement or channel rectification project,
19 provisions (a), (b), and (c) of section 3 of said Act of
20 June 22, 1936, shall apply thereto, and except as otherwise
21 provided by law: *Provided*, That the authorization for any
22 flood-control project herein adopted requiring local cooper-
23 ation shall expire five years from the date on which local
24 interests are notified in writing by the Department of the
25 Army of the requirements of local cooperation, unless said

1 interests shall within said time furnish assurances satisfactory
2 to the Secretary of the Army that the required cooperation
3 will be furnished.

4 SEC. 202. The provisions of section 1 of the Act of
5 December 22, 1944 (Public, Numbered 534, Seventy-eighth
6 Congress, second session), shall govern with respect to proj-
7 ects authorized in this title; and the procedures therein set
8 forth with respect to plans, proposals, or reports for works of
9 improvement for navigation or flood control and for irrigation
10 and purposes incidental thereto shall apply as if herein set
11 forth in full.

12 It is hereby declared to be the policy of the Congress
13 that the following provisions shall be observed:

14 No project or any modification not authorized, of a
15 project for flood control or rivers and harbors, shall be
16 authorized by the Congress unless a report for such project
17 or modification has been previously submitted by the Chief
18 of Engineers, United States Army, in conformity with
19 existing law.

20 SEC. 203. That the following works of improvement for
21 the benefit of navigation and the control of destructive flood-
22 waters and other purposes are hereby adopted and author-
23 ized to be prosecuted under the direction of the Secretary
24 of the Army and the supervision of the Chief of Engineers
25 in accordance with the plans in the respective reports here-

1 inafter designated and subject to the conditions set forth
 2 therein: *Provided*, That the necessary plans, specifications,
 3 and preliminary work may be prosecuted on any project
 4 authorized in this title with funds from appropriations here-
 5 tofore or hereafter made for flood control so as to be ready
 6 for rapid inauguration of a construction program: *Provided*
 7 *further*, That the projects authorized herein shall be initiated
 8 as expeditiously and prosecuted as vigorously as may be
 9 consistent with budgetary requirements: *And provided*
 10 *further*, That pen stocks and other similar facilities adapted
 11 to possible future use in the development of hydroelectric
 12 power shall be installed in any dam authorized in this title
 13 for construction by the Department of the Army when
 14 approved by the Secretary of the Army on the recommenda-
 15 tion of the Chief of Engineers and the Federal Power Com-
 16 mission:

17 (16) *DELAWARE RIVER BASIN*

18 *The plan for flood protection on the Lackawaxen River,*
 19 *Pennsylvania, is hereby authorized substantially in accord-*
 20 *ance with the recommendations of the Chief of Engineers in*
 21 *House Document Numbered 113, Eightieth Congress, first*
 22 *session, and there is authorized to be appropriated the sum*
 23 *of \$6,150,000 for partial accomplishment of that plan.*

(17) SUSQUEHANNA RIVER BASIN

The project for local flood protection at Wilkes-Barre and Hanover Township, Pennsylvania, authorized by the Flood Control Act approved June 22, 1936, in accordance with House Document Numbered 308, Sixty-ninth Congress, first session, is hereby modified to provide for raising a portion of the river front section of the protective levee to provide a uniform degree of protection throughout its length at an estimated cost to the United States of \$250,000 and subject to the conditions of local cooperation prescribed for that project in the Act approved June 22, 1936.

(18) JAMES RIVER BASIN

That preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Falling Springs reregulating dam on Jackson River, Virginia, authorized by the Flood Control Act approved July 24, 1946, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 207, Eightieth Congress, first session, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

(19)CENTRAL AND SOUTHERN FLORIDA

The project for Caloosahatchee River and Lake Okeechobee drainage areas, Florida, authorized by the River and Harbor Act of July 3, 1930, as amended, is hereby modified and expanded to include the first phase of the comprehensive plan for flood control and other purposes in central and southern Florida as recommended by the Chief of Engineers in his report dated February 19, 1948, subject to the conditions of local cooperation prescribed therein, and there is hereby authorized to be appropriated the sum of \$16,300,000 for partial accomplishment of said plan.

ARKANSAS RIVER BASIN

(20)The second paragraph under the heading "Arkansas River Basin" in the Flood Control Act of 1946 is hereby amended to read as follows:

"The Chief of Engineers is authorized to provide in the Canton Reservoir on the North Canadian River one hundred and seven thousand acre-feet of irrigation and water supply storage (including approximately sixty-nine thousand acre-feet for irrigation and thirty-eight thousand acre-feet for municipal water supply for Enid, Oklahoma, to be utilized in accordance with section 8 and section 6, respectively, of the Flood Control Act of December 22, 1944 (Public, 534, Seventy-eighth Congress)), upon the condition that when siltation of the reservoir shall encroach upon the flood control

1 *allocation the irrigation and water supply storage will be*
2 *reduced progressively unless provision is made to raise the*
3 *height of the dam or otherwise provide compensatory storage*
4 *for flood control on the basis of an equitable distribution of*
5 *the costs among the water users and other beneficiaries of*
6 *conservation storage, as determined at that time."*

7 The projects for flood protection at Carthage and Monett,
8 Missouri, in the Arkansas River Basin are hereby authorized
9 substantially in accordance with the recommendations of the
10 Chief of Engineers in House Document Numbered 445,
11 Eightieth Congress, at an estimated cost of \$740,000.

12 The projects for local flood protection on the Arkansas
13 River authorized by the Flood Control Act approved De-
14 cember 22, 1944, in accordance with House Document
15 Numbered 447, Seventy-eighth Congress, are hereby modi-
16 fied to provide that the United States will participate in the
17 cost of raising the approaches to the highway bridges across
18 the Arkansas River at Morrilton and at Van Buren-Fort
19 Smith in an amount not to exceed ~~(21)\$200,000~~ \$300,000.

20 ~~(22)~~*The Chief of Engineers is authorized to construct, as an*
21 *emergency measure, bank protection and control works at*
22 *Bradens Bend, Oklahoma, in accordance with plans on file*
23 *in the office of the Chief of Engineers, at an estimated cost*
24 *of \$1,000,000, as a part of the multiple-purpose plan for*
25 *the Arkansas River and tributaries, Arkansas and Oklahoma,*

1 *authorized by the River and Harbor Act approved July 24,*
2 *1946, and the authorization for appropriation for the Arkan-*
3 *sas River Basin is hereby increased accordingly.*

4 UPPER MISSISSIPPI RIVER BASIN

5 The project for flood protection at South Beloit, Illinois,
6 on the Rock River is hereby authorized substantially in
7 accordance with the recommendations of the Chief of Engi-
8 neers in House Document Numbered 112, Eightieth Con-
9 gress, at an estimated cost of \$100,000.

10 The project for flood protection on the Henderson River,
11 Illinois, is hereby authorized substantially in accordance
12 with the recommendations of the Chief of Engineers in House
13 Document Numbered 245, Eightieth Congress, at an
14 estimated cost of \$1,520,000.

15 The project for flood protection at and in the vicinity
16 of Aitkin, Minnesota, on the Mississippi River is hereby
17 authorized substantially in accordance with the recommenda-
18 tions of the Chief of Engineers in House Document Num-
19 bered 599, Eightieth Congress, at an estimated cost of
20 \$1,680,000.

21 (23)RED RIVER OF THE NORTH

22 *The comprehensive plan for flood control and other*
23 *purposes in the Red River of the North drainage basin,*
24 *North Dakota, South Dakota, and Minnesota as set forth*
25 *in the report of the Chief of Engineers dated May 24, 1948,*

1 *is approved and there is hereby authorized the sum of*
2 *\$2,000,000 for the partial accomplishment of that plan.*

3 OHIO RIVER BASIN

4 The local flood-protection works at and in the vicinity
5 of Uniontown, Pennsylvania, on Redstone Creek, are hereby
6 authorized substantially in accordance with the recom-
7 mendations of the Chief of Engineers in House Document
8 Numbered 301, Eightieth Congress, at an estimated cost of
9 \$1,015,000.

10 The project for flood protection at Rosiclare, Illinois,
11 on the Ohio River is hereby authorized substantially in
12 accordance with the recommendations of the Chief of Engi-
13 neers in Senate Document Numbered 125, Eightieth Con-
14 gress, at an estimated cost of \$500,000.

15 (24) MISSOURI RIVER BASIN

16 *The project for bank protection on the Missouri River*
17 *from Kenslers Bend, Nebraska, to Sioux City, Iowa, author-*
18 *ized by the Act approved August 18, 1941, is hereby modified*
19 *and extended upstream to include Miners Bend and vicinity,*
20 *South Dakota and Nebraska, in accordance with plans on*
21 *file in the office of the Chief of Engineers at an estimated*
22 *cost of \$3,000,000.*

23 (25) *The projects for flood control and other purposes in the*
24 *South Platte River Basin, Colorado, Wyoming, and*

1 *Nebraska as set forth in House Document Numbered 669,*
2 *Eightieth Congress, second session, are approved and there is*
3 *hereby authorized the sum of \$3,000,000 for partial accom-*
4 *plishment of these projects.*

5 GREAT LAKES BASIN

6 The project for flood protection at Batavia and vicinity,
7 New York, on Tonawanda Creek is hereby authorized sub-
8 stantially in accordance with the recommendations of the
9 Chief of Engineers in Senate Document Numbered 46,
10 Eightieth Congress, at an estimated cost of \$565,000.

11 The project for flood protection at Dansville and vicinity,
12 New York, on Canaseraga Creek, a tributary of the Genesee
13 River, is hereby authorized substantially in accordance with
14 the recommendations of the Chief of Engineers in House
15 Document Numbered 206, Eightieth Congress, at an esti-
16 mated cost of \$165,000.

17 The project for flood protection and other purposes on
18 Red Run, a tributary of the Clinton River, Michigan, is
19 hereby authorized substantially in accordance with the
20 recommendations of the Chief of Engineers in House Docu-
21 ment Numbered 628, Eightieth Congress, at an estimated
22 cost of \$1,010,000.

23 The project for protection of the Reno Beach-Howards
24 Farm area and adjacent areas, Lucas County, Ohio, from
25 floods caused by frequent windstorms and from increases in

1 the lake level of Lake Erie, is hereby authorized substan-
2 tially in accordance with the recommendations of the Chief
3 of Engineers in House Document Numbered 554, Eightieth
4 Congress, at an estimated cost of \$330,000.

5 SANTA CLARA RIVER BASIN

6 The project for flood protection along the Santa Clara
7 River and its tributaries, California, is hereby authorized
8 substantially in accordance with the recommendations of the
9 Chief of Engineers in House Document Numbered 443,
10 Eightieth Congress, at an estimated cost of \$4,960,000.

11 GILA RIVER BASIN

12 The project for flood protection at Tucson and vicinity,
13 Arizona, in the Gila River Basin, is hereby authorized sub-
14 stantially in accordance with the recommendations of the
15 Chief of Engineers in House Document Numbered 274,
16 Eightieth Congress, at an estimated cost of \$2,390,000.

17 (26)WILLAMETTE RIVER BASIN

18 *The general comprehensive plan for flood control, navi-*
19 *gation, and other purposes approved by the Flood Control*
20 *Act of June 28, 1938, is hereby modified to provide for the*
21 *installation of hydroelectric power generating facilities, includ-*
22 *ing the construction of a reregulating dam, at Detroit Reser-*
23 *voir on the North Santiam River in accordance with plans on*
24 *file in the office of the Chief of Engineers.*

1 LOWER MISSISSIPPI RIVER

2 The project for flood control and improvement of the
3 Lower Mississippi River, adopted by the Act approved May
4 15, 1928, as amended by subsequent Acts, is hereby modi-
5 fied and expanded to include the following ~~(27) item and~~
6 ~~the authorization for said project is increased accordingly~~
7 *items:*

8 **(28)(a)** The project for improvement of the Mississippi
9 River below Cape Girardeau with respect to the West
10 Tennessee tributaries at an estimated cost of \$7,700,000, is
11 hereby authorized substantially in accordance with the
12 recommendations of the Chief of Engineers in House Docu-
13 ment Numbered 627, Eightieth Congress **(29)**, *and the*
14 *authorization for the Lower Mississippi River project is*
15 *increased accordingly.*

16 **(30)(b)** *The Devils Swamp project at Baton Rouge, Louisi-*
17 *ana, at an estimated cost of \$2,000,000, authorized by the*
18 *River and Harbor Act approved July 24, 1946.*

19 **(31)(c)** *The project for improvement of the L'Anguille*
20 *River, Arkansas, at an estimated cost of \$5,100,000 is hereby*
21 *approved substantially in accordance with the recommen-*
22 *dations of the Chief of Engineers in his report dated*
23 *August 22, 1947, and the authorization for the Lower*
24 *Mississippi River project is increased by \$2,000,000.*

(32) RIO GRANDE BASIN

1
2 *The comprehensive plan for the Rio Grande Basin as*
3 *set forth in the report of the Chief of Engineers dated April*
4 *5, 1948, and in the report of the Bureau of Reclamation*
5 *dated November 21, 1947, all in substantial accord with*
6 *the agreement approved by the Secretary of the Army and*
7 *the Acting Secretary of the Interior on November 21, 1947,*
8 *is hereby approved except insofar as the recommendations*
9 *in those reports are inconsistent with the provisions of this*
10 *Act and subject to the authorizations and limitations set forth*
11 *herein.*

12 *The approval granted above shall be subject to the follow-*
13 *ing conditions and limitations:*

14 *(a) Construction of the spillway gate structure at*
15 *Chamita Dam shall be deferred so long as New Mexico shall*
16 *have accrued debits as defined by the Rio Grande Compact*
17 *and until New Mexico shall consistently accrue credits pur-*
18 *suant to the Rio Grande Compact;*

19 *(b) Chiflo Dam and Reservoir on Rio Grande shall be*
20 *excluded from the Middle Rio Grande project authorized*
21 *herein without prejudice to subsequent consideration of Chiflo*
22 *Dam and Reservoir by the Congress;*

23 *(c) The Bureau of Reclamation, in conjunction with*
24 *other interested Federal agencies, is directed to make studies*

1 to determine feasible ways and means of reducing nonbene-
2 ficial consumption of water by native vegetation in the flood
3 plain of the Rio Grande and its principal tributaries above
4 Caballo Reservoir; and

5 (d) At all times when New Mexico shall have accrued
6 debits as defined by the Rio Grande Compact all reservoirs
7 constructed as a part of the project shall be operated solely
8 for flood control except as otherwise required by the Rio
9 Grande Compact, and at all times all project works shall
10 be operated in conformity with the Rio Grande Compact
11 as it is administered by the Rio Grande Compact Commission.

12 In carrying out the provisions of this Act, the Secretary
13 of the Interior shall be governed by and have the powers
14 conferred upon him by the Federal reclamation laws (Act
15 of June 17, 1902, 32 Stat. 388), and Acts amendatory
16 thereof or supplementary thereto, except as is otherwise pro-
17 vided in this Act or in the reports referred to above. This
18 Act shall be deemed a supplement to said Federal reclamation
19 laws.

20 Approval is granted to the Secretary of the Interior
21 subject to the limitations of the authorizations approved from
22 time to time for the prosecution of this plan to acquire in
23 the name of the United States, by purchase or otherwise,
24 any or all of the bonds and other evidences of indebtedness
25 of the Middle Rio Grande Conservancy District outstanding

1 when such authorizations are approved at such prices and
2 on such terms and conditions as he shall deem necessary or
3 proper, for the protection of the investment of the United
4 States and to retire those obligations on such terms and con-
5 ditions as he shall likewise deem proper or necessary. .

6 The Secretary of the Interior, in entering into a contract
7 or contracts for the repayment of the reimbursable construc-
8 tion costs of the Middle Rio Grande project, now estimated
9 at approximately \$18,000,000, shall vary that amount to
10 reflect changes in the estimates of those costs occurring prior
11 to the date of the contract or contracts and in so doing may,
12 if need be, extend the repayment period beyond forty years
13 to permit payment of costs in excess of the present estimate.

14 Subject to the limitations of authorizations approved
15 from time to time for prosecution of this plan, approval is
16 granted to the Secretary of the Interior to acquire, on behalf
17 of the United States, by purchase or donation, agricultural
18 lands owned by the State of New Mexico within the Middle
19 Rio Grande project at prices, on terms, and with titles satis-
20 factory to him and to develop those lands substantially in
21 the manner outlined in the report of the Bureau of Reclama-
22 tion referred to above. Lands so acquired shall be resold
23 or leased by the Secretary to actual settlers for agricultural
24 purposes under rules and regulations prescribed by him
25 which rules and regulations shall set out the prices and

1 terms of such sales and leases, the qualifications required of
2 purchasers and lessees, and other matters relating to the
3 disposition and use of these lands, and shall provide a pre-
4 ferred right to purchase or lease any tract of such land to
5 otherwise qualified persons of the following classes in the
6 order here set out, purchasers in any class being preferred
7 to lessees in that or any other class:

8 (1) The former owner or owners of such tracts, if
9 his or their title thereto was divested by reason of sale
10 for taxes to the State of New Mexico.

11 (2) Honorably discharged veterans of World War
12 II who are the sons or daughters of the former owner
13 or owners of such tract, if the title of said former owner
14 or owners was divested by reason of sale for taxes to
15 the State of New Mexico.

16 (3) The sons or daughters of the former owner
17 or owners of such tract other than those referred to in
18 (2) if the title of said former owner or owners was
19 divested by reason of sale for taxes to the State of New
20 Mexico.

21 (4) Honorably discharged veterans of World War
22 II other than those referred to in (2).

23 (5) Persons other than those referred to in the
24 clauses above. Any deed executed by the Secretary in
25 favor of any person described under (4) or (5) shall

1 provide that any person described under (1), (2), or
2 (3) shall have the right to purchase any land conveyed
3 by such deed, within a period of ten years after the
4 execution thereof, by (a) paying to the owner the amount
5 or amounts actually paid by him as consideration for
6 such deed and for the actual cost of improvements on
7 such land plus interest at the rate of 6 per centum per
8 annum on such amount or amounts, and (b) assuming
9 any obligations of the owner to the Secretary with re-
10 spect to such land. Any lease executed by the Secretary
11 under the provisions of this section to any person de-
12 scribed under (4) or (5) shall, by its terms, expire not
13 later than five years after the date of its execution. The
14 preferred rights provided for by this section to pur-
15 chase or lease any land shall continue to be applicable
16 until such land is finally disposed of by the Secretary;
17 but the right of any lessee or purchaser to enter into
18 possession shall be subject to any rights under any prior
19 lease executed by the Secretary. Moneys accruing from
20 the sale or lease of said lands shall be covered into the
21 reclamation fund in the Treasury.

22 In the administration of the provisions of this Act all
23 water in the Middle Rio Grande Valley in New Mexico shall
24 be deemed to be useful primarily for domestic, municipal, and
25 irrigation purposes.

1 *Nothing in this Act shall be construed as affecting or*
2 *abrogating in any way the laws of the State of New Mexico*
3 *in which the Middle Rio Grande Valley lies, relating to the*
4 *control, appropriation, or distribution of water used in irri-*
5 *gation or for municipal or other uses, or any vested right*
6 *therein.*

7 *Nothing in this Act shall be construed to abrogate or*
8 *impair existing obligations of the United States or any agency*
9 *thereof, including obligations to furnish water for irrigation*
10 *and obligations to any Indian or tribe or band of Indians*
11 *whether based on treaty, agreement, or Act of Congress.*

12 *There is hereby authorized to be appropriated the sum of*
13 *\$3,500,000 to be expended by the Department of the Army*
14 *for the partial accomplishment of the comprehensive plan for*
15 *the Rio Grande Basin.*

16 SEC. 204. The Secretary of the Army is hereby author-
17 ized and directed to cause preliminary examinations and
18 surveys for flood control and allied purposes, including chan-
19 nel and major drainage improvements, and floods aggravated
20 by or due to wind or tidal effects to be made under the
21 direction of the Chief of Engineers, in drainage areas of the
22 United States and its Territorial possessions, which include
23 the following-named localities, and the Secretary of Agricul-
24 ture is authorized and directed to cause preliminary examina-
25 tions and surveys for run-off and water-flow retardation and

1 soil-erosion prevention on such drainage areas, the cost
2 thereof to be paid from appropriations heretofore or hereafter
3 made for such purposes: *Provided*, That after the regular or
4 formal reports made on any examination, survey, project, or
5 work under way or proposed are submitted to Congress, no
6 supplemental or additional report or estimate shall be made
7 unless authorized by law except that the Secretary of the
8 Army may cause a review of any examination or survey to
9 be made and a report thereon submitted to the Congress if
10 such review is required by the national defense or by changed
11 physical or economic conditions: *And provided further*, That
12 the Government shall not be deemed to have entered upon
13 any project for the improvement of any waterway or harbor
14 mentioned in this title until the project for the proposed
15 work shall have been adopted by law;

16 Rahway River and its tributaries, New Jersey;

17 Chowan River and its tributaries, Virginia and North
18 Carolina;

19 Pantego Creek and Cucklers Creek, North Carolina;

20 Rice Creek, a tributary of Saint Johns River, Florida;

21 Streams flowing through the Brazoria-Galveston Soil
22 Conservation District, the Trinity Bay Soil Conservation Dis-
23 trict, the Coastal Plains Soil Conservation District, and the
24 Matagorda County Soil Conservation District, Texas, with
25 a view to improvement in the interest of navigation, flood

1 control, and related purposes, including channel and major
2 drainage improvements;

3 Area at and in the vicinity of Texas City, Texas, with
4 a view to providing for its protection against storms and ero-
5 sions, including the protection of the instrumentalities and
6 aids to commerce located there;

7 Au Gres River and tributaries, Michigan;

8 Area at and in the vicinity of Bellevue, Ohio, and the
9 surrounding area of Seneca, Erie, Huron, and Sandusky Coun-
10 ties, with a view to the control of floods caused by excess
11 underground and surface waters;

12 Harbors and rivers in Alaska, with a view to determin-
13 ing the advisability of improvements in the interest of navi-
14 gation, flood control, hydroelectric power, and related water
15 uses.

16 (33) *Two Mile Creek, Oregon;*

17 (34) *Aroostook River and tributaries, Maine;*

18 (35) *Beaver Creek, Lincoln County, Oregon;*

19 (36) *Skinner Creek, at and in the vicinity of Mannesville,*
20 *New York;*

21 (37) *Steinhatchee and Fenholloway Rivers, Florida;*

22 (38) *River Rouge and tributaries, Michigan.*

23 SEC. 205. That the Secretary of the Army is hereby
24 authorized to allot from any appropriations heretofore or
25 hereafter made for flood control, not to exceed \$2,000,000 for

1 any one fiscal year, for the construction of small flood-control
2 projects not specifically authorized by Congress, and not
3 within areas intended to be protected by projects so author-
4 ized, which come within the provisions of section 1 of the
5 Flood Control Act of June 22, 1936, when in the opinion of
6 the Chief of Engineers such work is advisable: *Provided*,
7 That not more than \$100,000 shall be allotted for this purpose
8 at any single locality from the appropriations for any one
9 fiscal year: *Provided further*, That the provisions of local
10 cooperation specified in section 3 of the Flood Control Act of
11 June 22, 1936, as amended, shall apply: *And provided*
12 *further*, That the work shall be complete in itself and not
13 commit the United States to any additional improvement
14 to insure its successful operation, except as may result from
15 the normal procedure applying to projects authorized after
16 submission of preliminary examination and survey reports.

17 SEC. 206. That section 5 of the Flood Control Act of
18 August 18, 1941, as amended by section 12 of the Flood
19 Control Act of 1946, is hereby further amended to read
20 as follows:

21 "That the Secretary of the Army is hereby author-
22 ized to allot, from any appropriations heretofore or here-
23 after made for flood control, not to exceed \$2,000,000 for
24 any one fiscal year to be expended in rescue work or in
25 the repair, restoration, or maintenance of any flood-control

1 work threatened or destroyed by flood, including the
2 strengthening, raising, extending, or other modification
3 thereof as may be necessary in the discretion of the Chief
4 of Engineers for the adequate functioning of the work for
5 flood control.”

6 SEC. 207. That the sum of (39)~~\$25,000,000~~ \$65,000,-
7 000 is hereby authorized to be appropriated for carrying out
8 improvements under this title by the Department of the
9 Army, and the sum of \$10,000,000 additional is authorized to
10 be appropriated and expended in equal amounts by the De-
11 partments of the Army and Agriculture for carrying out any
12 examination or survey provided for in this title and any other
13 Acts of Congress to be prosecuted by said Departments.

14 SEC. 208. That the sum of \$25,000,000 is hereby
15 authorized to be appropriated as an emergency fund to be
16 expended under the direction of the Secretary of the Army
17 and the supervision of the Chief of Engineers for the repair,
18 restoration, and strengthening of levees and other flood-
19 control works which have been threatened or destroyed by
20 recent floods, or which may be threatened or destroyed by
21 later floods, including the raising, extending, or other modi-
22 fication of such works as may be necessary in the discre-
23 tion of the Chief of Engineers for the adequate functioning
24 of the works for flood control: *Provided*, That local interests

1 shall provide without cost to the United States all lands,
2 easements, and rights-of-way necessary for the work and
3 shall maintain and operate all the works after completion
4 in a manner satisfactory to the Chief of Engineers:
5 *Provided further*, That pending the appropriation of
6 said sum, the Secretary of the Army may allot from exist-
7 ing flood-control appropriations such sums as may be neces-
8 sary for the immediate prosecution of the work authorized
9 by this section, such appropriations to be reimbursed from
10 said emergency fund when appropriated: *And provided*
11 *further*, That funds allotted under this authority shall not
12 be diverted from the unobligated funds from the appropria-
13 tion "Flood control, general", made available in War De-
14 partment Civil Functions Appropriation Acts for specific
15 purposes.

16 SEC. 209. Title II may be cited as the "Flood Control
17 Act of 1948".

Passed the House of Representatives June 3, 1948.

Attest:

JOHN ANDREWS,

Clerk.

Passed the Senate with amendments June 12 (legislative
day, June 1), 1948.

Attest:

CARL A. LOEFFLER,

Secretary.

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

IN THE SENATE OF THE UNITED STATES

JUNE 12 (legislative day, JUNE 1), 1948

Ordered to be printed with the amendments of the
Senate numbered

\$15,000,000 for Federal Works Agency and a proposed contract authorization in the amount of \$10,000,000 (S.Doc. 176) (p. 8349).

22. FOREIGN TRADE. Passed, 70-18, with amendments H.R. 6556, to extend the Trade Agreements Act (pp. 8306-49). As passed the bill is the version which was reported by the Finance Committee (see Digest 104) with the following amendments which were adopted on the floor: (1) To extend the act from June 12, 1948, to June 30, 1949; (2) changing the phrase "domestic producers" to "domestic industry producing like or similar articles"; (3) enabling President to proceed with trade-agreement negotiations if the Tariff Commission has not reported within 120 days; and (4) technical perfecting amendment relating to list of items submitted by President for possible modification of duties.

Rejected three amendments by Sen. Barkley, Ky., as follows: (1) To extend act until June 30, 1951, 41-48; (2) to extend act until June 30, 1950, 42-47; and (3) to extend act for 1 year in present form, 43-46 (pp. 8347-8).

Sens. Millikin, Taft, Butler, Barkley, and Connally were appointed conferees (p. 8348). House conferees not yet appointed.

23. FARM PROGRAM. S. 2318, the long-range farm program bill was made the unfinished business (pp. 8362, 8393). Sen. Brewster, Maine, submitted for himself and Sens. White (Maine), Dworshak (Idaho), Johnson (Colo.), and Downey (Calif.) amendments which they intend to propose to S. 2318 (p. 8353).

24. ARMY CIVIL FUNCTIONS APPROPRIATION BILL, 1949. Agreed to the conference report on this bill, H.R. 5524 (pp. 8358-62). This bill will now be sent to the President.

25. D.C. APPROPRIATION BILL, 1949. Agreed to the conference report on this bill, H.R. 6430 (pp. 8356-7). This bill will now be sent to the President.

26. FLOOD CONTROL. Both Houses appointed conferees on H.R. 6419, the Rivers and Harbors and Flood Control bill for 1948 (pp. 8214, 8355).

BILLS INTRODUCED

27. PRICE CONTROL. H.R. 6918, by Rep. Isacson, N.Y., to prevent further price increases and to reduce present prices to price levels consistent with a stable economy, and to allocate and control production and distribution to the extent necessary to distribute equitably commodities in short supply and to maintain stable prices. To Banking and Currency Committee. (p. 8305.) Remarks of author (pp. A4056-8).

28. FEDERAL SALARIES. H. R. 6917, by Rep. Rees, Kans., to provide a temporary increase in the compensation of officers and employees of the Federal Government and of D.C. municipal government. To Post Office and Civil Service Committee. (p. 8305.) See Item 6.

29. COMMITTEES. H.Con.Res. 217, by Rep. Carroll, Colo., to establish fair hearing procedures for congressional investigating committees. To Rules Committee. (p. 8305)

30. AGRICULTURAL COMMODITIES. H.R. 6869 (see Digest 105) amends the Perishable Agricultural Commodities Act so as to include as perishable agricultural commodities cherries in brine and floricultural products as defined in accordance with trade usages.

31. RECLAMATION. S. 2858, by Sen. Cain, Wash., to establish a reclamation project

16. GOVERNMENT CORPORATIONS APPROPRIATION BILL. In reporting this bill (see Digest 107), the Appropriations Committee made the following amendments, among others:
- Reduced from \$373,600 to \$223,600 the amount which may be paid to FCA by Federal Intermediate Credit Banks for supervisory or other services.
 - Increased the amount for administrative expenses of production credit corporations from \$1,350,000 to \$1,500,000.
 - Reduced from \$60,000,000 to \$20,000,000 the amount of production credit corporations capital which must be returned to the Treasury.
 - Provided \$150,000 additional to the RACC for administrative expenses. The committee report states that \$100,00 of this was included in view of the amendment to the Agricultural Appropriation Bill regarding reentry of the corporation in an area where an economic emergency or production disaster has occurred, and \$50,000 was included in view of inclusion of language authorizing fur-farmer loans.
 - Struck out the language which would increase the salary of the FCA Governor to \$12,000. The committee report states, "It is the judgment of the committee that such provisions should not be included in appropriation bills. Furthermore there is a bill pending before the Congress dealing with the salary scale of all Federal employees." Began debate on this bill (pp. 8388-93).
17. ADMINISTRATIVE PROCEDURE; SUGAR. In reporting S. 2755 (see Digest 105), the Judiciary Committee amended the bill to strike out the provision exempting actions under the Sugar Control Extension Act of 1947 from certain provisions of the Administrative Procedure Act.
18. INDIAN RELIEF. In reporting S. 2686 (see Digest 107), the Interior and Insular Affairs Committee amended the bill, which would establish a Navajo-Hopi Indian Administration for rehabilitation of these Indians, by striking out the provisions which would transfer extension functions to the Extension Service and Forestry functions to the Forest Service.
19. INTERIOR APPROPRIATION BILL. In reporting this bill (H. R. 6705; see Digest 107), the Appropriations Committee increased Reclamation Bureau \$27,647,958, and Bureau of Land Management \$668,135. The total increase over the House figure was \$46,486,507, of which \$11,343,000 was in supplemental estimates not before the House. Passed this bill with amendments (pp. 8369-88). Senate conferees appointed (p. 8388). House conferees not yet appointed.
20. FOREIGN AID APPROPRIATION BILL. In reporting this bill, the Appropriations Committee increased the 12-months purchasing power of ECA by \$1,175,000,000 (pp. D646, 8355).
21. APPROPRIATIONS. Received from the President supplemental appropriation estimate for this Department for the fiscal year 1949 as follows: (1) Foot-and-mouth disease research facilities, \$5,500,000, as the first increment of a total of \$30,000,000 for the establishment of such facilities; (2) \$4,800,000, flood-damage repairs to national forest improvements and facilities in Ore., Wash., Idaho, and Mont.; (3) and \$492,000 for Federal cooperation in control of golden nematode in potato and tomato producing areas (S.Doc. 174) (p. 8349).
- Received from the President a supplemental appropriation estimate for 1949 for \$31,800,000 to finance the selective service program to be established by legislation now pending (S.Doc. 175) (p. 8349).
- Received from the President a supplemental appropriation estimate for \$2,393,458.55 for the payment of claims of the several executive departments and independent offices (S.Doc. 177) (p. 8349).
- Received from the President a supplemental appropriation estimate for 1949



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Vol. 94

WASHINGTON, MONDAY, JUNE 14, 1948

No. 108

House of Representatives

The House met at 10 o'clock a. m.

The Chaplain, Rev. James Shera Montgomery, D. D., offered the following prayer:

Eternal God, our Father, whose glory is in all the world, make us keenly alive to the call of this day. Grant that the enactments of Congress may be wrought with calmness and directive wisdom, and that the bonds of understanding may grow stronger between all sections of our country.

Today we praise Thee for our national emblem, which stands for law and order, whose every thread was woven in sacrifice and honor, and whose colors will never run. Grant, O God, that the ideals which it represents may more and more obtain, and that it may never wave above anything that is sordid or disloyal or be handled save by those whose hands are clean and whose hearts are strong.

Turn the heart of our Nation away from mistrust and groundless murmurings into the realm of faith in our institutions and our way of life; these will be our best defense. In our Redeemer's name. Amen.

THE JOURNAL

The Journal of the proceedings of Saturday, June 12, 1948, was read and approved.

MESSAGE FROM THE SENATE

A message from the Senate, by Mr. Frazier, its legislative clerk, announced that the Senate had passed, with amendments in which the concurrence of the House is requested, bills and a concurrent resolution of the House of the following titles:

H. R. 3889. An act to amend Veterans Regulation No. 1 (a), parts I and II, as amended, to establish a presumption of service connection for chronic and tropical diseases;

H. R. 4663. An act to confer jurisdiction upon the District Court of the United States for the Middle District of Georgia to hear, determine, and render judgment on the claims of the owners in fee simple of the land leased to the United States by the city of Macon, Ga., for use as a part of the site of Camp Wheeler, Ga.;

H. R. 5508. An act to amend the Veterans' Preference Act of 1944 to extend the benefits of such act to certain mothers of veterans;

H. R. 6028. An act to authorize appropriations for the Bureau of Reclamation for pay-

ments to school districts on certain projects during their construction status;

H. R. 6419. An act authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes;

H. R. 6716. An act to authorize the Administrator of Veterans' Affairs to transfer a portion of the Veterans' Administration center at Los Angeles, Calif., to the State of California for the use of the University of California;

H. R. 6726. An act to amend the Public Health Service Act to provide for, foster, and aid in coordinating research relating to dental diseases and conditions, and for other purposes; and

H. Con. Res. 129. Concurrent resolution providing for a joint committee composed of members of the Senate and the House Public Lands Committee to make an investigation of our island possessions in the Pacific and trust territories and report back recommendations for legislation providing for civil government.

The message also announced that the Senate had passed bills and joint and concurrent resolutions of the following titles, in which the concurrence of the House is requested:

S. 29. An act to authorize payment of claims based on loss of or damage to property deposited by alien enemies;

S. 1412. An act for the relief of Mrs. Lorraine Malone;

S. 1955. An act to provide for the acquisition of sites and the preparation of plans for Federal public buildings outside the District of Columbia, and for other purposes;

S. 1969. An act to amend the Philippine Rehabilitation Act of 1946 in connection with the training of Filipinos as provided for in title III;

S. 2192. An act to amend the Interstate Commerce Act so as to permit the issuance of free passes to time inspectors of carriers subject to part I of such act;

S. 2217. An act conferring jurisdiction upon the Court of Claims of the United States to hear, determine, and render judgment upon the joint claims of Silas Mason Co., Inc.; Walsh Construction Co.; and Atkinson-Kier Co.;

S. 2322. An act to provide for the sale of a part of war-housing project No. Fla-8252-1 to the Department of Public Safety of the State of Florida;

S. 2341. An act to authorize an increase in the annual appropriation for the maintenance and operation of the Gorgas Memorial Laboratory;

S. 2359. An act for the relief of Hayward O. Brandon;

S. 2401. An act to provide for the administration of military justice within the United States Air Force, and for other purposes;

S. 2460. An act to exempt air carriers from statutory provisions requiring payments for compensation for customs employees' overtime services, and for other purposes;

S. 2676. An act to authorize the Secretary of the Interior to convey a certain parcel of land in St. Louis County, Minn., to the University of Minnesota;

S. 2692. An act to terminate the retirement system of the Office of the Comptroller of the Currency and to transfer that retirement fund to the civil-service retirement and disability fund;

S. 2730. An act to credit, in certain cases, military service and training preparatory thereto performed by employees of the postal service;

S. 2739. An act to authorize the issuance of a stamp commemorative of the two hundredth anniversary of the founding of the city of Alexandria, Va.;

S. 2767. An act to provide assistance in the recruitment and distribution of farm labor for the increased production, harvesting, and preparation for market of agricultural commodities to meet domestic needs and foreign commitment;

S. 2772. An act to provide that all employees of the Veterans' Canteen Service shall be paid from funds of the service, and for other purposes;

S. 2794. An act to authorize the Administrator of Veterans' Affairs to prescribe the rates of pay for certain positions at field installations;

S. 2807. An act to authorize the Administrator of Veterans' Affairs to contract for certain investigation reports in connection with insurance claims;

S. 2821. An act to provide increases of compensation for certain veterans with service-connected disabilities who have dependents.

S. 2825. An act to increase the rates of service-connected death compensation payable to certain widows, children, and dependent parents of persons who served in the active military or naval service, and for other purposes;

S. 2829. An act to amend the Canal Zone Code, and for other purposes;

S. 2830. An act to extend for 5 years the authority to provide for the maintenance of a domestic tin-smelting industry;

S. J. Res. 226. Joint resolution to print the monthly publication entitled "Economic Indicators";

S. J. Res. 229. Joint resolution to change the name of the site of Foster Creek Dam on the Columbia River in Washington State to Chief Joseph Dam; and

S. Con. Res. 56. Concurrent resolution welcoming the Inter-American Bar Association

to the United States for its conference in Detroit, Mich., in May 1949.

The message also announced that the Senate ordered, That the Secretary be directed to request the House of Representatives to return to the Senate the bill (S. 19) entitled "An act relating to the payment of fees, expenses, and costs of jurors."

MESSAGE FROM THE PRESIDENT

A message in writing from the President of the United States was communicated to the House by Mr. Miller, one of his secretaries.

The SPEAKER. The Chair wishes to announce that he will receive requests for extension of remarks but not for any 1-minute speeches.

EXTENSION OF REMARKS

Mr. HESS asked and was granted permission to extend his remarks in the Appendix by inserting a speech delivered by the senior Senator from Ohio, Senator TAIT, at the Union League Club in Philadelphia.

Mr. BUFFETT asked and was granted permission to extend his remarks in the Appendix of the RECORD.

Mr. BUFFETT asked and was granted permission to extend his remarks at this point in the RECORD.

CHALLENGE TO THE LEADERSHIP

Mr. BUFFETT. Mr. Speaker, the people of America are getting fed up with double talk and verbal side-stepping.

If their sons are to be conscripted to police the world, surely the fathers and mothers are entitled to the truth.

They should be told in clear and simple language what our military policy is.

Is the United States military policy to enforce our ideas of government on every land in the globe outside of the boundaries of Russia? Then the boys who will die for that policy should be told that truth now.

If that sort of irreligious attempt to supplant God is not the policy, I challenge the leadership to state, in plain English, exactly what the so-called national defense does embrace. Until that statement is forthcoming the House should not even consider peacetime conscription.

I have sought the facts on this issue from Secretary of Defense Forrestal without constructive results.

I challenge the leadership to give us the truth.

EXTENSION OF REMARKS

Mr. MATHEWS asked and was given permission to extend his remarks in the Appendix of the RECORD and include an editorial.

Mr. ELLIS asked and was given permission to extend his remarks in the Appendix of the RECORD in two instances and include extraneous matter.

Mr. BRADLEY asked and was given permission to extend his remarks in the Appendix of the RECORD and include an article from the Washington Post.

Mr. FARRINGTON asked and was given permission to extend his remarks in the Appendix of the RECORD and include an article on the fishing industry of Hawaii.

Mr. MULTER. Mr. Speaker, I ask unanimous consent to extend my remarks in the Appendix of the RECORD in two instances and include extraneous matter.

I am advised by the Public Printer that one of the articles I wish to extend exceeds the limit established by the Joint Committee on Printing and will cost \$110. Notwithstanding the excess, I ask unanimous consent that the extension may be made.

The SPEAKER. Is there objection to the requests of the gentleman from New York?

There was no objection.

[The matter referred to appears in the Appendix.]

Mr. McCORMACK asked and was given permission to extend his remarks in the Appendix of the RECORD in two instances.

Mr. PRICE of Illinois asked and was given permission to extend his remarks in the Appendix of the RECORD and include letters from the mayors of two Illinois cities.

Mr. MADDEN asked and was given permission to extend his remarks in the Appendix and include an article from the Gary Postal Union, of Gary, Ind.

Mr. BRADLEY. Mr. Speaker, I ask unanimous consent to extend my remarks at this point in the RECORD.

The SPEAKER. Is there objection to the request of the gentleman from California?

There was no objection.

STATE DEPARTMENT POLICIES

Mr. BRADLEY. Mr. Speaker, the Washington Star of June 13 contains an article by Mr. Constantine Brown entitled "State Department Rules as Top Policy Dictator." In my opinion, this is one of the most truthful articles ever published concerning our present State Department operations. I quote just one paragraph:

It is within the province of the State Department, our foreign-policy framers say, to spend money, but it is not their job even to inquire where and how the money and materials are to be obtained from the 145,000,000 Americans who are called on now to support the rest of the world.

A realization that the State Department operates on this sort of phony philosophy helps us understand many of the amazing top-level policies and observations of the past few years.

I have placed Mr. Brown's article in the Appendix of the RECORD for posterity to study in its research into the strange customs and philosophies of our twentieth century.

SPECIAL ORDER GRANTED

Mr. MADDEN. Mr. Speaker, I ask unanimous consent that I may address the House for 15 minutes on Thursday of this week following the legislative business of the day.

The SPEAKER. Is there objection to the request of the gentleman from Indiana?

There was no objection.

EXTENSION OF REMARKS

Mr. RANKIN. Mr. Speaker, since 1-minute speeches have been eliminated

for today, I ask unanimous consent to extend my remarks at this point in the RECORD in support of the President's veto of the vicious Bulwinkle bill.

The SPEAKER. Is there objection to the request of the gentleman from Mississippi?

There was no objection.

[Mr. RANKIN addressed the House. His remarks will appear hereafter in the Appendix.]

COMMUNICATION FROM THE SENATE

The SPEAKER laid before the House the following communication from the Senate; which was read by the Clerk:

IN THE SENATE OF THE UNITED STATES

Ordered, That the Secretary be directed to request the House of Representatives to return to the Senate the bill (S. 19) entitled "An act relating to the payment of fees, expenses, and costs of jurors."

The SPEAKER. Without objection, the request is granted.

There was no objection.

TREASURY-POST OFFICE DEPARTMENTS APPROPRIATION BILL, 1949

Mr. CANFIELD. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 6758) making supplemental appropriations for the Treasury and Post Office Departments for the fiscal year ending June 30, 1949, and for other purposes, with Senate amendments, and concur in the Senate amendments.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from New Jersey?

There was no objection.

The Clerk read the Senate amendments, as follows:

Page 12, line 19, strike out all after "violence" down to and including "1947" in line 23.

Page 13, line 7, strike out all after "violence" down to and including "1947" in line 12.

The Senate amendments were agreed to.

A motion to reconsider was laid on the table.

RIVERS AND HARBORS APPROPRIATION BILL, 1949

Mr. DONDERO. Mr. Speaker, I ask unanimous consent to take from the Speaker's table the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, with Senate amendments, disagree to the amendments of the Senate and request a conference with the Senate.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan? [After a pause.] The Chair hears none and appoints the following conferees: Messrs. DONDERO, ANGELL, WILSON of Indiana, MCGREGOR, WHITTINGTON, LARCADE, and DAVIS of Tennessee.

CORRECTION OF RECORD

Mr. BROOKS. Mr. Speaker, I ask unanimous consent to correct the RECORD of Saturday, June 12, 1948, page 8197, in three places, as follows:

STATEMENT BY SENATOR MAGNUSON BEFORE THE SUBCOMMITTEE OF THE COMMITTEE ON APPROPRIATIONS ON DEPARTMENT OF COMMERCE BILL

[Mr. MAGNUSON asked and obtained leave to have printed in the Record a statement made by him before the Subcommittee on Appropriations dealing with the Department of Commerce bill for the fiscal year 1949 which appears in the Appendix.]

NOTICE OF HEARING BY JUDICIARY SUBCOMMITTEE TO INVESTIGATE IMMIGRATION AND NATURALIZATION

Mr. REVERCOMB. Mr. President, pursuant to Senate Resolution 137, representatives of the Senate Subcommittee to Investigate Immigration and Naturalization will hold hearings during the summer months beginning July 6, 1948.

The purpose of the hearings is to receive information and suggestions pertaining to all phases of our immigration system, including the administration of our immigration and deportation laws and practices thereunder, and recommendations for changes in the laws.

Any person or organization wishing to testify or offer information to the subcommittee may do so by notifying Mr. Richard Arens, staff director, room F-41, United States Capitol, telephone, National 3120, extension 1618.

AUTHORIZATION FOR REPORT FROM APPROPRIATIONS COMMITTEE

Mr. WHERRY. Mr. President, I ask unanimous consent that the Committee on Appropriations be authorized to report during the recess or adjournment following today's session, House bill 6801, the foreign-aid appropriation bill, which will be ready to be reported then.

The PRESIDENT pro tempore. Without objection, it is so ordered.

PAYMENT OF FEES, EXPENSES, AND COSTS OF JURORS—INDEFINITE POSTPONEMENT OF S. 19

The PRESIDENT pro tempore. The Chair lays before the Senate a message from the House returning to the Senate in compliance with its request the bill (S. 19) relating to the payment of fees, expenses, and costs of jurors.

A similar House bill having passed the Senate, without objection, Senate bill 19 is indefinitely postponed.

ESTATE OF LEE JONES CARDY—VETO MESSAGE (S. DOC. NO. 179)

The PRESIDENT pro tempore laid before the Senate the following message from the President of the United States, which was read, and, with the accompanying bill, referred to the Committee on the Judiciary and ordered to be printed:

To the United States Senate:

I return herewith without my approval S. 252, an act "For the relief of the estate of Lee Jones Cardy."

It is the purpose of the bill to pay the sum of \$4,244 to the estate of Lee Jones Cardy in settlement of all claims of such estate against the United States as compensation for the death of the said Lee Jones Cardy as a result of personal injuries sustained by him when the automobile in which he was riding was struck by an Army vehicle near San Diego, Calif., on November 17, 1944.

It appears that on the date in question an Army truck operated by an enlisted man on official business was driven out of the main gate of Camp Callan, Calif., onto a four-lane roadway with the north-bound and south-bound lanes separated by an island; that the Army driver intended to proceed in a northerly direction but instead of using the underpass which leads to the north-bound lane he entered the south-bound lane and headed south looking for an opening in the center island which would permit him to cross over and head north on the north-bound lane; that as the truck proceeded on the west or outside lane the driver saw what he believed to be an opening and thereupon made a sudden left turn; that at about the same time a civilian car, owned and operated by a Mr. Warren H. Thompson and in which Mr. Cardy was a passenger, was just about to pass the Army truck, with the result that the Army truck collided with the Thompson vehicle, knocked it into a tree in the center island where it overturned and Mr. Cardy was killed instantly. There appears to be no question but what the accident was due to the negligent manner in which the Army vehicle was being driven and that Mr. Cardy met his death in the line of duty and not as a result of his own misconduct.

At the time of the accident, Mr. Cardy was in a duty status as chief pharmacist mate in the United States Navy. He was 27 years of age and left surviving a 25-year-old widow, Margaret Marie Cardy, a 2-year-old son, Bruce Lee Cardy, and a dependent mother, Mrs. Pearl M. Cardy.

By reason of the fact that Mr. Cardy met his death in line of duty with the Navy, the following monetary benefits have been awarded under laws administered by the Veterans' Administration or the Army, or Navy:

(a) Mrs. Margaret Marie Cardy was awarded the death gratuity benefit by the Navy (6 months' pay) which, in this case, was in the amount of \$756.

(b) The Army paid a claim filed with it which represented the expenses incurred in connection with the deceased's burial in the amount of \$227.93.

(c) The Veterans' Administration has awarded death compensation to Mrs. Margaret Marie Cardy, effective from November 18, 1944, at the present rate of \$78 per month on her account and on account of the one minor child. The total amount of such compensation paid to this Mrs. Cardy through May 31, 1948, is \$3,024.17, and she will continue to receive \$78 per month under the present law until her death or remarriage, or until the allowance for the minor child is discontinued for the several reasons provided under existing law, in which latter event the pension rate for the widow would be reduced to \$60 per month. (At the present rate she would receive \$936 a year.)

(d) The Veterans' Administration has awarded to Mr. Cardy's mother, Pearl M. Cardy, death compensation effective from January 31, 1946, at a present monthly rate of \$54, and she has received a total amount, through May 31, 1948, of \$1,449. The present rate of \$54 will be

paid to her during the period that she is considered by the Veterans' Administration as the dependent mother of Mr. Cardy.

Reference is made to the fact that the widow, Mrs. Margaret Marie Cardy, has been receiving monthly installments since November 18, 1944, on a \$10,000 Government life insurance policy issued to Mr. Cardy, and through June 16, 1948, she had received payments on said insurance policy aggregating \$1,556.60. These monthly installments of \$36.20 will continue until the amount of the insurance policy has been liquidated.

Approval of this measure, awarding compensation to the survivors of Lee Jones Cardy, in addition to the monetary benefits that have been or will be paid to them as dependents of a member of the armed forces who died in line of duty would be discriminatory in character in that it would grant to the estate a special benefit denied to the estates of other members of the armed forces where the facts are similar. There are no circumstances present in this case that would warrant singling out the estate of this one member of the armed forces for preferential treatment. There is no question but that had Mr. Cardy been a civilian his estate would have been entitled to relief by special act, but under those circumstances the estate would not have received the several benefits hereinabove enumerated to which the dependents of deceased members of the armed forces are entitled.

While deeply regretting the untimely death of Mr. Cardy, I feel obliged, nevertheless, for the reasons set forth hereinabove, to withhold by approval of the measure.

HARRY S. TRUMAN.

THE WHITE HOUSE, June 11, 1948.

CONSTRUCTION WORK ON RIVERS AND HARBORS

The PRESIDENT pro tempore laid before the Senate a message from the House of Representatives announcing its disagreement to the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. REVERCOMB. I move that the Senate insist upon its amendments, agree to the request of the House for a conference, and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the President pro tempore appointed Mr. REVERCOMB, Mr. MALONE, Mr. MARTIN, Mr. McCLELLAN, and Mr. HOLLAND conferees on the part of the Senate.

CONVEYANCE OF PORTION OF SANTA ROSA ISLAND TO OKALOOSA COUNTY, FLA.

The PRESIDENT pro tempore laid before the Senate a message from the House of Representatives announcing its disagreement to the amendments of the Senate to the bill (H. R. 3735) to authorize and direct the Secretary of War to donate and convey to Okaloosa County,

State of Florida, all the right, title, and interest of the United States in and to a portion of Santa Rosa Island, Fla., and for other purposes, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. SALTONSTALL. I move that the Senate insist upon its amendments, agree to the request of the House for a conference and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to; and the President pro tempore appointed Mr. SALTONSTALL, Mr. MORSE, and Mr. BYRD conferees on the part of the Senate.

CERTAIN BENEFITS PAYABLE UNDER LONGSHOREMEN'S AND HARBOR WORKERS' COMPENSATION ACT—CONFERENCE REPORT

Mr. BALL. Mr. President, I submit a conference report on Senate bill 2237, to increase certain benefits payable under the Longshoremen's and Harbor Worker's Compensation Act, and I ask unanimous consent for its immediate consideration.

The PRESIDENT pro tempore. The conference report will be read:

The conference report was read, as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendment of the House to the bill (S. 2237) to increase certain benefits payable under the Longshoremen's and Harbor Workers' Compensation Act, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its disagreement to the amendment of the House and agree to the same with an amendment as follows:

In lieu of the matter proposed to be inserted by the House amendment insert the following: "That subsection (b) of section 6 of the Longshoremen's and Harbor Workers' Compensation Act is amended to read as follows:

"(b) Compensation for disability shall not exceed \$35 per week and compensation for total disability shall not be less than \$12 per week: *Provided, however,* That, if the employee's average weekly wages, as computed under section 10, are less than \$12 per week, he shall receive as compensation for total disability his average weekly wages."

"Sec. 2. So much of subdivision (c) of section 8 of such act, as amended, as precedes paragraph (1) thereof is amended to read as follows:

"(c) Permanent partial disability. In case of disability partial in character but permanent in quality the compensation shall be 66⅔ percent of the average weekly wages, which shall be in addition to compensation for temporary total disability or temporary partial disability paid in accordance with subdivision (b) or subdivision (e) of this section, respectively, and shall be paid to the employee, as follows:"

"Sec. 3. Subsections (a), (b), (c), and (e) of section 9 of the Longshoremen's and Harbor Workers' Compensation Act, as amended, are amended to read as follows:

"(a) Reasonable funeral expenses not exceeding \$400.

"(b) If there be a surviving wife or dependent husband and no child of the deceased, to such surviving wife or dependent husband 35 per centum of the average wages of the deceased, during widowhood, or dependent widowhood, with two years' compensation in one sum upon remarriage; and if there be a surviving child or children of the deceased, the additional amount of 15

per centum of such wages for each such child; in case of the death or remarriage of such surviving wife or dependent husband, if there be one surviving child of the deceased employee, such child shall have his compensation increased to 35 per centum of such wages, and if there be more than one surviving child of the deceased employee, to such children, in equal parts, 35 per centum of such wages increased by 15 per centum of such wages for each child in excess of one: *Provided,* That the total amount payable shall in no case exceed 66⅔ per centum of such wages. The deputy commissioner having jurisdiction over the claim may, in his discretion, require the appointment of a guardian for the purpose of receiving the compensation of a minor child. In the absence of such a requirement the appointment of a guardian for such purposes shall not be necessary.

"(c) If there be one surviving child of the deceased, but no surviving wife or dependent husband, then for the support of such child 35 per centum of the wages of the deceased; and if there be more than one surviving child of the deceased, but no widow or dependent husband, then for the support of such children, in equal parts 35 per centum of such wages increased by 15 per centum of such wages for each child in excess of one: *Provided,* That the total amount payable shall in no case exceed 66⅔ per centum of such wages.

"(e) In computing death benefits the average weekly wages of the deceased shall be considered to have been not more than \$52.50 nor less than \$18, but the total weekly compensation shall not exceed the weekly wages of the deceased."

"Sec. 4. Subdivisions (a), (b), and (c) of section 10 of the Longshoremen's and Harbor Workers' Act, as amended, are amended to read as follows:

"(a) If the injured employee shall have worked in the employment in which he was working at the time of the injury, whether for the same or another employer, during substantially the whole of the year immediately preceding his injury, his average annual earnings shall consist of three hundred times the average daily wage or salary for a six-day worker and two hundred and sixty times the average daily wage or salary for a five-day worker, which he shall have earned in such employment during the days when so employed.

"(b) If the injured employee shall not have worked in such employment during substantially the whole of such year, his average annual earnings, if a six-day worker, shall consist of three hundred times the average daily wage or salary, and, if a five-day worker, two hundred and sixty times the average daily wage or salary, which an employee of the same class working substantially the whole of such immediately preceding year in the same or in similar employment in the same or a neighboring place shall have earned in such employment during the days when so employed.

"(c) If either of the foregoing methods of arriving at the average annual earnings of the injured employee cannot reasonably and fairly be applied, such average annual earnings shall be such sum as, having regard to the previous earnings of the injured employee in the employment in which he was working at the time of the injury, and of other employees of the same or most similar class working in the same or most similar employment in the same or neighboring locality, or other employment of such employee, including the reasonable value of the services of the employee if engaged in self-employment, shall reasonably represent the annual earning capacity of the injured employee."

"Sec. 5. Subdivision (m) of section 14 of the Longshoremen's and Harbor Workers'

Compensation Act, as amended, is hereby amended to read as follows:

"(m) The total compensation payable under this Act for injuries shall in no event exceed the sum of \$11,000: *Provided,* That this subdivision shall not apply to cases of permanent total disability or death: *And provided further,* That in cases of disability compensable under paragraph (21) of subdivision (c) of section 8 the total compensation for such disability, and for any temporary total disability or temporary partial disability sustained in addition thereto, shall not exceed in the aggregate the sum of \$10,000."

"Sec. 6. The provisions of this Act shall be applicable only to injuries or deaths occurring on or after the effective date hereof."

And the House agree to the same.

JOSEPH H. BALL,
IRVING M. IVES,
ALLEN J. ELLENDER,

Managers on the Part of the Senate.

GERALD W. LANDIS,
MAX SCHWABE,
AUGUSTINE B. KELLEY,

Managers on the Part of the House.

The PRESIDENT pro tempore. Is there objection to the present consideration of the conference report?

There being no objection, the report was considered and agreed to.

DISTRICT OF COLUMBIA APPROPRIATIONS—CONFERENCE REPORT

Mr. DWORSHAK. Mr. President, I submit a conference report on House bill 6430, making appropriations for the Government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District for the fiscal year ending June 30, 1949, and for other purposes, and I ask unanimous consent for its immediate consideration.

The PRESIDENT pro tempore. The conference report will be read.

The conference report was read, as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6430) making appropriations for the government of the District of Columbia and other activities chargeable in whole or in part against the revenues of such District, for the fiscal year ending June 30, 1949, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 5, 6, 7, and 46.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 3, 8, 9, 10, 11, 12, 15, 16, 17, 18, 19, 21, 22, 23, 28, 30, 31, 32, 35, 36, 38, 40, 41, 42, 43, 44, 45, 47, 48, and 49, and agree to the same.

Amendment numbered 4: That the House recede from its disagreement to the amendment of the Senate numbered 4, and agree to the same with an amendment as follows: In lieu of the sum proposed by said amendment insert "\$238,600"; and the Senate agree to the same.

Amendment numbered 13: That the House recede from its disagreement to the amendment of the Senate numbered 13, and agree to the same with an amendment as follows: In lieu of the sum proposed by said amendment insert "\$420,000"; and the Senate agree to the same.

Amendment numbered 24: That the House recede from its disagreement to the amendment of the Senate numbered 24, and agree to the same with an amendment as follows:

20. ANIMAL IMPORTS. Passed without amendment S. 1447, to prohibit inhumane handling of animals and birds in their importation (pp. 8673-4). This bill will now be sent to the President.
21. SELECTIVE SERVICE. Began debate on H. R. 6401, the selective-service bill (pp. 8679-99).
22. NAVAL APPROPRIATION BILL. Received the conference report on this bill, H. R. 6772 (pp. 8699-701).
23. FLOOD CONTROL. Received the conference report on H. R. 6419, which makes additional authorizations for flood control, including \$10,000,000 for this Department and Army Department for examinations and surveys (pp. 8701-4).
24. TRANSPORTATION. Received the President's veto message on S. 110, to authorize rate agreements among carriers, subject to ICC approval (H. Doc. 716)(pp. 8704-5).
25. FORESTS. The Public Lands Committee reported without amendment S. 2617, to include certain lands in the Carson National Forest, N. Mex. (H. Rept. 2372) (p. 8708).
26. FARM LABOR. The Agriculture Committee reported with amendments S. 2767, to provide assistance in recruitment and distribution of farm labor (H. Rept. 2379)(p. 8708).
27. FORESTS. The Public Lands Committee reported with amendment S. 1243, to provide for payment of revenues of certain lands, including some in the Mt. Hood National Forest, into the tribal funds of the Confederated Tribes of the Warm Springs Reservation, Oreg. (H. Rept. 2376)(p. 8703).

SENATE

28. OLEOMARGARINE TAXES. Sen. Butler, Nebr., submitted an amendment which he intends to propose to H.R. 2245, to repeal the tax on oleomargarine (p. 8585).
29. FOREIGN TRADE. Sen. Tydings, Md., inserted a Baltimore Sun editorial, "Ominous Implications of the Tariff Compromise" (p. 8587).
30. ELECTRIFICATION. Sen. Butler, Nebr., inserted Custer County (Nebr.) power district resolutions requesting distribution of power by the Reclamation Bureau in Nebr. (p. 8584).
31. CREDIT UNIONS. Concurred in the House amendment to S. 2225, to transfer administration of the Federal Credit Union Act to the Federal Security Agency (p. 8612). This bill will now be sent to the President.
32. FOOD AND DRUGS. Conferees were appointed on H.R. 4071, to amend the Federal Food, Drug, and Cosmetic Act so as to authorize enforcement of the Act in cases of adulteration or misbranding of goods held for resale, and seizure of such goods not only while in interstate commerce but while being held for sale (pp. 8612-3). House conferees appointed June 16 (see item 6).
33. FARM PROGRAM. Continued debate on S. 2318, the long-range farm program bill (pp. 8613-30). Agreed to the following amendments to the committee substitute: Several perfecting amendments reported by the Committee (pp. 8613-23). An amendment by Sen. Aiken, Vt., to extend CCC under the Delaware charter

until June 30, 1949 (pp. 8623-4).

By Sens. Williams (Del.) and Ives (N.Y.) to provide that any price-support program for poultry shall also cover broilers and ducks (pp. 8624-5).

By Sen. Downey, Calif. (for himself and Sen. Pepper, Fla.), to include in the policy declaration a statement on assistance in the retention of foreign outlets for farm commodities (p. 8624).

By Sen. Magnuson, Wash., to provide that if nonexpended Sec. 32 appropriations do not exceed \$300 million, CCC may, under certain conditions, carry out operations to support prices of perishable, nonbasic commodities to the extent that reserves are available (p. 8625).

By Sen. Brewster, Maine, to provide price support for Irish potatoes between 60% and 90% after Dec. 31, 1948 (pp. 8625-8).

By Sen. Sparkman, Ala., to exclude cotton produced in the U.S. but stored overseas from the determination of the normal supply (pp. 8628-9).

Rejected an amendment by Sen. Sparkman, Ala., to provide that cotton producers may vote marketing quotas whenever supplies are "normal" or above and the average farm price for three successive months does not exceed 90% of parity (p. 8629). The bill presently provides 70% of parity.

An amendment is pending by Sen. Cooper, Ky. (for himself and Sen. Barkley, Ky.), regarding cotton (pp. 8629-30).

Sen. Russell, Ga., submitted an amendment in the nature of a substitute which is identical with H.R. 6243, "the so-called Hope bill for the extension of the present agricultural program," which has already passed the House. It would also include an amendment continuing CCC and the Federal administration of ACP. (p. 8630.)

Sen. Capper, Kans., inserted a telegram from the Farm Bureau Federation urging passage of S. 2318 (p. 8584).

Sen. Tydings, Md., submitted an amendment which he intends to propose (for himself and Sen. O'Connor, Md.) to S. 2318 (p. 8586).

34. FLOOD CONTROL. Agreed to the conference report on H.R. 6419, the omnibus flood-control bill, which contains an authorization for appropriations of \$10,000,000 for this Department and the Army Department to carry out flood control examinations or surveys provided for in the bill (p. 8613).

35. TRANSPORTATION. Passed over the President's veto, 63-25, S. 110, to amend the Interstate Commerce Act so as to authorize certain rate agreements between carriers (pp. 8588-610).

36. DISASTER LOANS. Passed without amendment S. 2877, to authorize RFC, through the Disaster Loan Corporation, to make disaster loans up to \$25,000,000 with a 10-year repayment period, especially for housing, in the Ore.-Wash. flood area (pp. 8630-1).

The "Daily Digest" states that the Public Works Committee agreed to report with amendments, S. 2831, "to authorize Secretary of National Defense for 1 year to coordinate emergency activities of Federal agencies in disaster areas, and to authorize \$10 million for that purpose" (p. D663). The bill was later reported (S.Rept. 1728) (p. 8585).

BILLS INTRODUCED

37. PROPERTY MANAGEMENT. H.R. 6965, by Rep. Riehlman, N.Y., to create a General Property Office. To Expenditures in the Executive Departments Committee. (p. 8708). Remarks of author (pp. A4163-4).

38. HOUSING. H.R. 6959, by Rep. Angell, Ore., "to amend the National Housing Act. To Banking and Currency Committee. (p. 8708.)

Representatives announcing its disagreement to the amendments of the Senate to the bill (H. R. 4071) to amend sections 301 (k) and 304 (a) of the Federal Food, Drug, and Cosmetic Act, as amended, and requesting a conference with the Senate on the disagreeing votes of the two Houses thereon.

Mr. CAPEHART. I move that the Senate insist upon its amendments, agree to the request of the House for a conference and that the Chair appoint the conferees on the part of the Senate.

The motion was agreed to and the Presiding Officer appointed Mr. CAPEHART, Mr. REED, Mr. MOORE, Mr. JOHNSON of Colorado, and Mr. McMAHON conferees on the part of the Senate.

CONSTRUCTION WORK ON RIVERS AND HARBORS—CONFERENCE REPORT

Mr. REVERCOMB. Mr. President, I submit a conference report on House bill 6419, authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and I ask unanimous consent for its immediate consideration.

The PRESIDING OFFICER. The conference report will be read.

The conference report was read, as follows:

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses, as follows:

That the Senate recede from its amendment numbered 25.

That the House recede from its disagreement to the amendments of the Senate numbered, 1, 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 33, 34, 35, 36, 37, 38, and agree to the same.

Amendment numbered 3: That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows: strike out the words "in accordance with the report of the Chief of Engineers dated March 8, 1948" and insert in lieu thereof the following: "House Document Numbered 682, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 5: That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment, as follows: strike out the figures "568" and insert in lieu thereof the figures "668"; and the Senate agree to the same.

Amendment numbered 19: That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment, as follows: strike out the words "his report dated February 19, 1948" and insert in lieu thereof the words "House Document Numbered 643, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 30: That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows: change the period to a comma and add the following: "and the authorization for the Lower Mississippi River project is increased accordingly."; and the Senate agree to the same.

Amendment numbered 31: That the House recede from its disagreement to the amend-

ment of the Senate numbered 31, and agree to the same with an amendment, as follows: strike out the words "his report dated August 22, 1947" and insert in lieu thereof the words "House Document Numbered 651, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 32: That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment, as follows: on page 10, lines 10 and 11, of the amendments of the Senate, strike out the following "at prices, on terms, and with titles satisfactory to him"; and the Senate agree to the same.

Amendment numbered 39: That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows: strike out the figure "65,000,000" and insert in lieu thereof the following figure "62,000,000"; and the Senate agree to the same.

CHAPMAN REVERCOMB,
GEORGE W. MALONE,
EDWARD MARTIN,
JOHN L. MCCLELLAN,
SPESSARD L. HOLLAND,

Managers on the Part of the Senate.

GEO. A. DONDERO,
EARL WILSON,
J. HARRY MCGREGOR,
HOMER D. ANGELL,
WILL M. WHITTINGTON,
HENRY D. LARCADE, Jr.,

Managers on the Part of the House.

The PRESIDING OFFICER. Is there objection to the immediate consideration of the conference report?

There being no objection, the report was considered and agreed to.

CORRECTION OF THE RECORD

Mr. McMAHON. Mr. President, I ask unanimous consent that the RECORD of yesterday be corrected on page 8539. The RECORD reads:

If I may accept the criterion of the junior Senator from Idaho, I suppose I have concealed information.

It should read:

If I were to accept the criterion of conduct suggested by the junior Senator from Idaho I would conceal information vital to the matter under discussion. This, of course, I could not do.

The PRESIDING OFFICER. The correction will be made.

JUDICIAL CODE AND JUDICIARY

Mr. DONNELL. Mr. President, on page 8108 of the CONGRESSIONAL RECORD of June 12 of this year, there appear, among other things, in the course of remarks made by myself, the following two sentences having to do with H. R. 3214:

Extensive hearings were held, at which various controversial matters, and particularly one controversial matter, relating to the Tax Court, were heard. As a net result of the facts so developed, it was concluded by the subcommittee of the Senate Judiciary Committee that it was advisable to withdraw from House bill 3214 all provisions by which the Tax Court would be placed under the judiciary.

Mr. President, in making that statement I was in error. As a matter of fact, as a net result of the facts developed at the hearings it was concluded by the subcommittee of the Senate Judiciary Committee that there should be retained in House bill 3214 the various provisions by which the Tax Court would be placed under the judiciary.

Subsequently, however, when the matter was presented by the subcommittee to the Committee on the Judiciary, it became obvious that it was impossible to secure the passage on the Consent Calendar of this very important bill if the provisions with respect to the Tax Court were to be retained in it.

Therefore, Mr. President, the members of the subcommittee, uniting with the other members of the Senate Committee on the Judiciary who were present, arrived at the conclusion that it was advisable and proper that the provisions with respect to the Tax Court should be withdrawn from H. R. 3214.

Mr. President, the fact is that the subcommittee, of which I had the honor to be chairman, in its own conclusion determined that the Tax Court should be left in the bill. The Committee on the Judiciary itself, with full approval of the three members of the subcommittee, including myself, determined, for the reasons stated, that the Tax Court provisions should be withdrawn. In the interests of accuracy, Mr. President, I desire to make this statement. I may say that the provisions with relation to the Tax Court were withdrawn from the bill as passed.

LEAVE OF ABSENCE

Mr. KNOWLAND asked and obtained consent to be excused from attendance on the sessions of the Senate for the remainder of today and all day tomorrow.

LONG-RANGE AGRICULTURAL PROGRAM

The Senate resumed the consideration of the bill (S. 2318) to provide for a coordinated agricultural program.

Mr. WHERRY. Mr. President, let me say for the benefit of Members of the Senate that it is our intention to continue in session until at least 9 o'clock on the farm program bill, which is the unfinished business. The Senator from Vermont has been very patient while privileged matters have been considered. The afternoon has been taken away from him, but I hope that Senators will give this bill their attention so that it may be expedited.

Mr. ELLENDER. Mr. President, I desire to make a few remarks in support of the farm program bill which is now before the Senate.

The Committee on Agriculture and Forestry has been at work for months on this measure. We have discussed the need for and content of a long-range program with the Secretary of Agriculture, we have held public hearings not only here in Washington but across the country, we have written and rewritten the several sections which we thought should go into a long-range bill, and we have finally agreed upon S. 2318 and respectfully present it to the Senate for consideration.

This is much more than simply another bill. It is a summary of all our experience and study in the farm program field over the last decade. Good legislation grows. This is that kind of legislation. It is the first general agricultural bill which has been before the Senate since we enacted the Agricultural Adjustment Act of 1938. It is specifically related to that and other farm legislation now in effect with a view of rounding out, as far as possible at this time,

a coordinated, well-balanced agricultural program.

The bill in its present form is somewhat different from the bill which was introduced by members of the subcommittee of the Committee on Agriculture and Forestry on March 15, 1948. In the bill originally introduced there was a provision which would make it optional with farmers to accept the old parity formula or the new parity formula which is now based on the ten-year moving average. After much discussion the committee concluded to stick to one formula rather than two. I understand that an amendment will be submitted to the Senate in an effort to restore the option to growers to take either the present parity formula or the new one provided for in the pending bill. If and when such an amendment is presented, I expect to support it, because it was at my instance that the original bill included that language.

The bill streamlines and continues what we are now doing in the agricultural field. As I have already said, its roots go a long way back. Some of the outstanding legislative items which have contributed to our agricultural program are worth recalling.

It started with the Agricultural Adjustment and Farm Credit Acts of 1933. It was under the Agricultural Adjustment Act of 1933 that farmers first found an opportunity to work together in order to stabilize their prices and bring supplies in line with demand. Then the Congress enacted the Soil Erosion Act of 1935, the act under which the Soil Conservation Service presently operates. There were other acts amending or supplementing these basic acts—for example, the Bankhead Cotton Act of 1934, the Kerr Tobacco Act of 1934, the Jones-Costigan Sugar Act of 1934, and the De Rouen Rice Act of 1935.

Then the processing tax-benefit-payment provisions of the Agricultural Adjustment Act of 1933 were invalidated by the Supreme Court in January 1936. Shortly thereafter the Congress passed the Soil Conservation and Domestic Allotment Act, which extended the original Soil Erosion Act by the addition of sections 7 to 17, authorizing an agricultural conservation program and shifting emphasis in the agricultural adjustment field from temporary acreage adjustment to soil conservation and improved farm-management practices.

We then started to work trying to write a new Agricultural Adjustment Act. This resulted in the Agricultural Adjustment Act of 1938 which continued and amended the conservation legislation, authorized the establishment of acreage allotments and marketing quotas on cotton, wheat, corn, tobacco, rice, and (later) peanuts, authorizing the making of loans by Commodity Credit Corporation on agricultural commodities, and provided for the establishment of 4 regional research laboratories for the purpose of finding new uses and markets for agricultural products and byproducts.

Let me say at this point, Mr. President, that I participated in the drafting as well as the passage of the Agricultural Adjustment Act of 1938. I was fortunate at that time in being appointed a mem-

ber of a subcommittee of the Senate Committee on Agriculture and Forestry. That committee made a tour of the country, and the facts gathered by the committee formed the basis of the Agricultural Adjustment Act of 1938.

This act, the Agricultural Adjustment Act of 1938, was the last piece of really broad-scale agricultural legislation which the Congress has considered and enacted. Meanwhile, there have also been other acts relating or adding to the agricultural program—the Bankhead-Jones Farm Tenant Act of 1937, the several acts authorizing further research or increased extension activities, including our most recent act for strengthening work in the research field and giving increased emphasis to marketing work, the Research and Marketing Act of 1946.

Much of the legislation I have been talking about centered around our great staple or basic commodities, but the Congress has not forgotten or overlooked the nonbasic or more perishable commodities. Section 32 of Public Law 320, Seventy-fourth Congress, appropriated funds for each fiscal year equal to 30 percent of the customs receipts for agricultural purposes; and, following the Supreme Court decision in January 1936, the Congress reenacted and revised all of the earlier marketing-agreement legislation in the Agricultural Marketing Agreement Act of 1937.

It was under those several acts that our agricultural program was being operated when we found ourselves faced with World War II. To further strengthen the agricultural program and to meet our wartime needs, the Congress passed, and the President approved on July 1, 1941, the so-called Steagall amendment. It was under that amendment and related legislation that the Secretary of Agriculture was directed to support prices for the producers of the basic and specified nonbasic agricultural commodities at various rates, finally at 90 percent of their parity or comparable prices for all of the basic and Steagall commodities except cotton, for which the final rate was 92½ percent of parity. Those supports were to run for 2 years following the actual end of hostilities, and all of us are aware that the termination date of this legislation has now been definitely fixed as December 31, 1948.

Senate bill 2318 streamlines and continues what we are now doing, but it is not in itself a complete farm program. Many of the things we desire in a farm program are provided for by legislation already in effect, and some of them are provided by separate proposed legislation which the Congress must finally pass before adjournment, especially the bill providing a Federal charter for the Commodity Credit Corporation.

Mr. President, at this point I wish to say that I understand that my distinguished colleague the Senator from Vermont [Mr. AIKEN] will submit an amendment providing for continuing the Commodity Credit Corporation for at least another year.

Mr. AIKEN. Mr. President, if the Senator will yield, let me say that is correct. It seems to me that the safe thing to do is to add to this bill an amend-

ment continuing the Commodity Credit Corporation for another year, because although the Commodity Credit Corporation charter bill may be acted on by the House of Representatives and may go to conference, we simply cannot afford to take the risk of having the Commodity Credit Corporation go out of business on July 1.

Mr. ELLENDER. I have understood that the bill rewriting the charter of the Commodity Credit Corporation, which the Senate passed, is now pigeonholed in the House Banking and Currency Committee. Is that correct?

Mr. AIKEN. I would not say it is pigeonholed. They are talking of acting on it.

Mr. ELLENDER. At any rate, it is still there.

Mr. AIKEN. But they are talking of amending it to such an extent that I fear it would be difficult for the House and the Senate to get together regarding it during the time remaining in this session.

Mr. ELLENDER. Then I repeat that in order to make our program complete, as it has been in the past, it will be necessary that we revitalize, as it were, the Commodity Credit Corporation, if we are to obtain the support-price conditions which are outlined in the bill.

Mr. AIKEN. That is correct.

Mr. ELLENDER. Actually, Mr. President, Senate bill 2318 has two general objectives. The first is that it provides for the coordination of agricultural programs, especially conservation activities, at the national, the State, and the county levels. Second, the bill provides for agricultural commodities a flexible price-support program which takes into account changes in supplies and is specifically designed to obtain fair prices for farm products and assure abundant production. We believe that Senate bill 2318 not only will benefit farmers, but also will aid in stabilizing our national economy at a satisfactory high level.

Title I of the bill is concerned primarily with the coordination and administration of agricultural programs, and especially with the general reorganization and administration of the agricultural conservation program and the Soil Conservation Service.

To begin with, section 101 provides for combining into a single "Bureau of Agricultural Conservation and Improvement" the functions presently assigned to the Soil Conservation Service and the Agricultural Conservation Programs Branch, Production and Marketing Administration, as well as other functions deemed by the Secretary to be principally related to soil conservation and improvement. This is in line with recommendations of the Secretary of Agriculture.

The assignment of the new agency would also include those aspects of the program of the Department which require direct dealing with farmers, except for, first, educational, informational, and demonstration features, which would be exercised through the Extension Service; second, research and investigational features, which would be carried out through the State agricultural

stead of \$144,862,000 as proposed by the House.

Amendment No. 20 appropriates \$15,313,000 for pay and allowances of the Marine Corps Reserve, as proposed by the Senate instead of \$14,400,000 as proposed by the House.

Amendment No. 21 adjusts a total.

Amendment No. 22 appropriates \$132,000,000 for General Expenses, Marine Corps instead of \$130,000,000 as proposed by the House and \$134,700,000 as proposed by the Senate.

Amendment No. 23 reported in disagreement.

Amendment No. 24 appropriates \$3,965,000 for Salaries, Office of the Secretary, instead of \$3,641,000 as proposed by the House and \$4,289,000 as proposed by the Senate.

Amendment No. 25 appropriates \$1,207,000 for Salaries, Office of Naval Research, instead of \$1,152,000 as proposed by the House and \$1,262,000 as proposed by the Senate.

Amendment No. 26 appropriates \$69,000 for Salaries, Office of Naval Records and Library, instead of \$60,000 as proposed by the House and \$78,000 as proposed by the Senate.

Amendment No. 27 appropriates \$305,300 for Salaries, Office of Judge Advocate General, instead of \$294,300 as proposed by the House and \$316,300 as proposed by the Senate.

Amendment No. 28 appropriates \$1,225,000 for Salaries, Office of Chief of Naval Operations, instead of \$1,125,000 as proposed by the House and \$1,325,000 as proposed by the Senate.

Amendment No. 29 appropriates \$38,000 for Salaries, Board of Inspection and Survey, instead of \$36,000 as proposed by the House and \$40,000 as proposed by the Senate.

Amendment No. 30 appropriates \$4,532,000 for Salaries, Bureau of Naval Personnel, instead of \$3,870,000 as proposed by the House and \$5,194,000 as proposed by the Senate.

Amendment No. 31 appropriates \$6,208,500 for Salaries, Bureau of Ships, instead of \$5,715,000 as proposed by the House and \$6,702,000 as proposed by the Senate.

Amendment No. 32 appropriates \$3,012,600 for Salaries, Bureau of Ordnance, instead of \$2,757,600 as proposed by the House and \$3,267,600 as proposed by the Senate.

Amendment No. 33 appropriates \$4,385,000 for Salaries, Bureau of Supplies and Accounts, instead of \$3,960,000 as proposed by the House and \$4,810,000 as proposed by the Senate.

Amendment No. 34 appropriates \$1,046,200 for Salaries, Bureau of Medicine and Surgery, instead of \$970,200 as proposed by the House and \$1,122,200 as proposed by the Senate.

Amendment No. 35 appropriates \$2,087,500 for Salaries, Bureau of Yards and Docks, instead of \$2,000,000 as proposed by the House and \$2,175,000 as proposed by the Senate.

Amendment No. 36 adjusts the total for Salaries, Navy Department at \$32,611,100 instead of \$30,111,100 as proposed by the House and \$35,111,100 as proposed by the Senate.

Amendment No. 37 appropriates \$1,100,000 for Contingent Expenses as proposed by the Senate instead of \$1,000,000 as proposed by the House.

Amendments Nos. 38 and 39 strike from the bill language proposed by the House to forbid employment of members of labor organizations which are not in compliance with the Labor-Management Relations Act, 1947.

Amendment No. 40 reported in disagreement.

Amendment No. 41 corrects a section number.

AMENDMENTS IN DISAGREEMENT

Amendment No. 16 authorizes the use of the appropriation, Maintenance, Bureau of Yards and Docks, for expenses incident to transferring offices of the Navy Department between buildings as the seat of government. The managers on the part of the House will move to recede and concur.

Amendment No. 23 authorizes the balances of the appropriation Increase and Replacement of Naval Vessels to be used for the

employment of personnel in the Bureau of Ships and the Bureau of Ordnance during the fiscal year 1949 in such sums as the Secretary may determine. The managers on the part of the House will move to recede and concur.

Amendment No. 40 relates to the use of funds for making time-measuring studies, payments of premiums and rewards, and work done in naval establishments. The managers on the part of the House will move to recede and concur with an amendment.

CHARLES A. PLUMLEY,
NOBLE J. JOHNSON,
WALTER C. PLOESER,
ERRETT P. SCRIVNER,
ALBERT J. ENGEL,
HARRY R. SHEPPARD,
ALBERT THOMAS,
JOE HENDRICKS,
GEORGE ANDREWS,

Managers on the Part of the House.

AUTHORIZING PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION, FLOOD CONTROL, AND FOR OTHER PURPOSES

Mr. DONDERO submitted the following conference report and statement on the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

CONFERENCE REPORT

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendments numbered 25.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 33, 34, 35, 36, 37, 38, and agree to the same.

Amendment numbered 3: That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment, as follows: Strike out the words "in accordance with the report of the Chief of Engineers dated March 8, 1948," and insert in lieu thereof the following: "House Document Numbered 682, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 5: That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment, as follows: Strike out the figures "568" and insert in lieu thereof the figures "668"; and the Senate agree to the same.

Amendment numbered 19: That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment, as follows: Strike out the words "his report dated February 19, 1948" and insert in lieu thereof the words "House Document Numbered 643, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 30: That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment, as follows: Change the period to a comma and add the following: "and the authorization for the Lower Mississippi River project is increased accordingly."; and the Senate agree to the same.

Amendment numbered 31: That the House recede from its disagreement to the amend-

ment of the Senate numbered 31, and agree to the same with an amendment, as follows: Strike out the words "his report dated August 22, 1947" and insert in lieu thereof the words "House Document Numbered 651, Eightieth Congress"; and the Senate agree to the same.

Amendment numbered 32: That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment, as follows: On page 10, lines 10 and 11, of the amendments of the Senate strike out the following "at prices, on terms, and with titles satisfactory to him"; and the Senate agree to the same.

Amendment numbered 39: That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment, as follows: Strike out the figure "65,000,000" and insert in lieu thereof the following figure "62,000,000"; and the Senate agree to the same.

GEORGE A. DONDERO,
EARL WILSON,
J. HARRY MCGREGOR,
HOMER D. ANGELL,
WILL M. WHITTINGTON,
HENRY D. LARCADE, Jr.,
CLIFFORD DAVIS,

Managers on the Part of the House.

CHAPMAN REVERCOMB,
GEORGE W. MALONE,
EDWARD MARTIN,
JOHN L. MCCLELLAN,
SPESSARD L. HOLLAND,

Managers on the Part of the Senate.

STATEMENT

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

As the bill passed the House the following projects were included under Title I, Rivers and Harbors:

Items (sec. 101, unless otherwise indicated)

	Doc. No. (80th Cong.) ¹	Cost, new work	Annual main- tenance
Beals Harbor, Maine.....	H. 553..	\$85,700	\$1,000
Cape Porpoise Harbor, Maine.....	H. 555..	41,500	1,500
Buzzards Bay to Butter- milk Bay, Mass.....	H. 552..	18,300	500
Falmouth Harbor, Mass.....	H. 566..	35,000	4,000
Taunton River, Mass.....	H. 196..	-----	1,000
Provincetown Harbor, Mass.....	H. 600..	760,000	1,000
Point Judith Harbor of Refuge, R. I.....	S. 15..	176,000	7,000
Westcott Cove, Conn.....	H. 379..	21,000	1,200
Greenwich Harbor, Conn.....	H. 272..	82,000	5,000
Rockhall Harbor, Md.....	H. 273..	40,000	2,000
Channel from Kent Island Narrows to Wells Cove, Chester River, Md.....	H. 380..	16,400	1,000
Cambridge Harbor, Md.....	H. 381..	77,000	2,000
Honga River and Tar Bay, Md.....	H. 580..	31,600	2,000
Bransons Cove, Lower Machodoc River, Va.....	H. 420..	28,600	1,000
Deep Creek, Warwick Co., Va.....	H. 601..	153,000	8,200
Norfolk Harbor, Va., southern branch of Eliz- abeth River.....	H. 545..	1,730,000	82,800
Stumpy Point Bay, N. C.....	H. 422..	32,500	3,000
Inland Waterway, Beau- fort to Cape Fear River, including waterway to Jacksonville, N. C.....	H. 421..	196,000	3,000
St. Andrew Bay, Fla.....	H. 559..	80,000	12,000
Galveston Harbor, Gal- veston Channel, and Houston ship channel.....	H. 561..	5,057,000	219,500

¹ H indicates House document; S indicates Senate document.

Items (sec. 101, unless otherwise indicated)—Continued

	Doc. No. (80th Cong.)	Cost, new work	Annual mainte- nance
Port Aransas-Corpus Christi, Tex.	H. 560...	\$2,250,000	\$100,000
Grand Traverse Bay, Mich.	H. 546...	316,200	3,500
Dunkirk Harbor, N. Y.	H. 632...	390,000	---
Pillar Point, Halfmoon Bay, Calif.	H. 644...	4,500,000	43,800
Noyo River and Harbor, Calif.	H. 586...	190,000	4,000
Tillamook Bay and Bar, Oreg.	H. 650...	70,000	3,000
Umpqua Harbor and River at Winchester Bay, Oreg.	S. 154...	34,500	500
Channel at Charleston, South Slough, Oreg.	H. 646...	349,300	4,500
Coos and Millecoma Rivers, Oreg.	S. 124...	310,000	19,000
Skipanon Channel, Oreg.	S. 93...	114,500	---
Smith River, Oreg.	S. 94...	96,100	11,500
Grays Harbor, Wash.	H. 635...	3,605,700	103,700
Baltimore Harbor, Md. (sec. 102).			
Modification of Neches-Angelina Rivers project, Texas (sec. 103).			
Total.....		20,887,900	652,200

List of projects added to title I of the bill by Senate amendments to which the House concurred:

Items added (sec. 101)

	Doc. No. (80th Cong.)	Cost, new work	Annual mainte- nance
Winyah Bay, S. C.		10	---
Gulfport Harbor, Miss.		\$496,900	\$108,000
Harrison County, Miss., shore protection.	H. 682...	1,133,000	---
Mississippi River at Fort Madison, Iowa.	H. 661...	56,200	1,000
Port Wing Harbor, Wis.	H. 668...	17,000	500
Oswego Harbor, N. Y.		7,838,000	28,400
Bayou Carlin, La.		15,000	---
Total.....		9,556,100	137,900

¹ Modification of previously authorized project at saving of \$137,000.

Title II—Flood control

List of projects in bill as passed by House:

Items (sec. 203)

	Docu- ment No. (80th Cong.)	Estimated cost
Arkansas River Basin, at Carthage and Monett, Mo.	H. 445...	\$740,000
Special provision re approaches to certain highway bridges across the Arkansas River.		200,000
Rock River at South Beloit, Ill.	H. 112...	100,000
Henderson River, Ill.	H. 245...	1,520,000
Mississippi River in vicinity of Aitkin, Minn.	H. 599...	1,680,000
Redstone Creek, Pa.	H. 301...	1,015,000
Ohio River at Rosiclare, Ill.	S. 125...	500,000
Tonawanda Creek, N. Y.	S. 46...	565,000
Genesee River (Canaseraga Creek), N. Y.	H. 206...	165,000
Clinton River (Red Run), Mich.	H. 628...	1,010,000
Reno Beach-Howards farm area, Ohio.	H. 554...	330,000
Santa Clara River, Calif.	H. 443...	4,960,000
Gila River Basin, Tucson, Ariz.	H. 274...	2,390,000
Mississippi River below Cape Girardeau, Mo.	H. 627...	7,700,000
Total.....		22,875,000

List of projects added to title II of the bill by Senate amendments to which the House concurred:

Items added (sec. 203)

	Docu- ment No. (80th Cong.)	Author- ization in bill
Laekawaxen River, Pa.	H. 113...	\$6,150,000
Wilkes-Barre-Hanover Township, Pa.		250,000
Central and southern Florida.	H. 643...	16,300,000
Special provision re approaches to certain highway bridges across the Arkansas River, Ark.		100,000
Bradens Bend, Okla.		1,000,000
Red River of the North, N. Dak., Minn., and S. Dak.		2,000,000
Miners Bend, Nebr. and S. Dak.		3,000,000
Detroit Reservoir, Oreg. (power features).		---
L'Anguille River, Ark.	H. 651...	2,000,000
Rio Grande, N. Mex.		3,500,000
Total.....		34,300,000

¹ In addition to \$200,000 included in bill as passed by House.

The following is an explanation of each of the Senate amendments, some of which cover minor amendments:

AMENDMENT NO. 1, WINYAH BAY, S. C.

Item adopts new project as follows:

Plan of recommended improvement: Modification of the existing project by a cut-off 27 feet deep and not less than 400 feet wide across the base of the point to the present turning basin in Sampit River and a branch channel 27 feet deep and not less than 200 feet wide from the upstream end of the cut-off downstream to existing and prospective terminals on the sharp bend at Georgetown in lieu of the intercepted reach of the authorized channel that follows the river along the Georgetown City water front, and maintenance of the intercepted reach of the river to a depth of 18 feet and width of 400 feet.

Estimated cost to United States for construction: Construction of the proposed plan will present a saving to the United States of \$137,000 over that of the existing authorized project.

House conferees concur.

AMENDMENT NO. 2, GULFPORT HARBOR, MISS.

Item adopts new project, as follows:

Plan of recommended improvement: Modification of the existing project for Gulfport Harbor, Miss., to provide for a depth of 30 feet in the anchorage basin, a channel 30 feet deep and 220 feet wide from the basin across Mississippi Sound to Ship Island bar, and a channel 32 feet deep and 300 feet wide across Ship Island bar to deep water in the Gulf of Mexico, generally in accordance with the plan of the district engineer.

Estimated cost to the United States for construction: \$496,900.

House conferees concur.

AMENDMENT NO. 3, HARRISON COUNTY, MISS., SHORE PROTECTION

Item adopts new project as follows:

Plan of recommended improvement: Adoption of a project by the United States authorizing Federal participation toward the structural repair of the Harrison County sea wall and its protection by the construction of a beach, 300 feet wide, from Biloxi lighthouse to Henderson Point, a distance of about 24 miles. In addition, local interests will accomplish reconstruction of drainage facilities and comply with the following: (1) Adopt the afore-mentioned plan of improvement including repairs and alterations; (2) submit for approval by the Chief of Engineers detailed plans and specifications and arrangements for prosecuting the entire improve-

ment prior to the commencement of such work; (3) provide all necessary lands, easements, and rights-of-way for accomplishment of the work; and agree to (a) maintain the sea wall and drainage facilities, and the beach by artificial replenishment, during the useful life of these works as may be required to serve their intended purpose; (b) hold and save the United States free from all claims for damages that may arise either before, during or after prosecution of work; (c) remedy water pollution that would endanger public health; and (d) assure perpetual public ownership of the beach and its administration for public use only.

Federal participation in first cost for construction: \$1,133,000.

Total estimated first cost for construction: \$2,368,000.

Annual maintenance charges to the United States: None; all to be assumed by local interests.

House conferees concur with an amendment to insert the document number.

AMENDMENT NO. 4, MISSISSIPPI RIVER AT FORT MADISON, IOWA

Item adopts new project, as follows:

Plan of recommended improvement: Modification of the existing project for the Mississippi River between the Missouri River and Minneapolis, Minn., to provide for (1) a small-boat basin and harbor of refuge at Fort Madison, Iowa, to be secured by constructing a breakwater and dredging the protected area and entrance channel to a project depth of 5 feet and (2) a dredged approach channel 9 feet deep to a site for a river-borne freight terminal at Fort Madison; both improvements to be accomplished in general accordance with the plans of the district engineer.

Estimated cost to United States for new work: \$41,200 for the small-boat harbor, and \$15,000 for the commercial harbor.

House conferees concur.

AMENDMENT NO. 5, PORT WING HARBOR, WIS.

Item adopts new project, as follows:

Plan of recommended improvement: That the existing project be modified to provide for abandonment of the extension of the return pile revetment at the inner end of the east pier, the construction of the revetment on the east bank facing the entrance, and the inner channel with a depth of 15 feet. It is also recommended that it be further modified to provide for two inner channels 8 feet deep, extending easterly and southerly 1,170 and 340 feet, respectively, from an irregular-shaped turning basin 15 feet deep at the inner end of the piers.

Estimated cost to United States: \$17,000.

House conferees concur with an amendment inserting "668" in lieu of "568" as the document number.

AMENDMENT NO. 6, OSWEGO HARBOR, N. Y.

Item adopts new project, as follows:

Plan of recommended modification of existing project: (1) A breakwater approximately parallel to shore extending easterly from the existing east arrowhead breakwater, 10 feet above low-water datum for 2,300 feet and to 12 feet above low-water datum for 2,600 feet; (2) removal of approximately 1,020 feet of the inner end of the existing east arrowhead breakwater; and (3) a channel 250 feet wide extending easterly and terminating in an irregularly shaped basin at the easterly end of the harbor, all to a project depth of 18 feet in earth and 19 in rock; all generally in accordance with the plans of the district engineer and with such modifications as in the discretion of the Secretary of the Army and the Chief of Engineers may be deemed advisable.

Estimated cost to United States for new work: \$7,838,000.

House conferees concur.

AMENDMENT NO. 7, INTRACOASTAL WATERWAY FROM THE CALOOSAHATCHEE RIVER TO THE ANCLOTE RIVER, FLA.

The item adopts a new section which modifies the existing project to the extent that the Secretary of the Army is authorized to utilize, at and in the vicinity of Venice, any of four routes described in the Act, the existing route being included in the list. The item provides that the cost to the United States shall not exceed the cost of the original route.

House conferees concur.

AMENDMENT NO. 8

Change in section number.

House conferees concur.

AMENDMENT NO. 9, BAYOU CARLIN, LA.

This item authorizes the Chief of Engineers, in the prosecution of the existing project, to protect the piers of the railway bridge crossing at Deicambre, La. Estimated cost, \$15,000.

House conferees concur.

AMENDMENT NO. 10

Provides for the printing of river and harbor laws relating to rivers and harbors passed since June 25, 1938, for the use of the Department of the Army.

House conferees concur.

AMENDMENT NO. 11

Item provides that not to exceed \$5,000 annually of the funds appropriated for rivers and harbors shall be available for the support and maintenance of the Permanent International Commission of the Congresses of Navigation and for the payment in amounts approved by the Chief of Engineers of the expenses of the properly accredited delegates of the United States to the meetings of the Congresses and of the Commission. This provides an increase of \$2,000 over the amount provided under existing law.

House conferees concur.

AMENDMENT NO. 12

Item provides that the dam site known as Foster Creek Dam on the Columbia River, Wash., shall hereafter be known as the Chief Joseph Dam.

House conferees concur.

AMENDMENT NO. 13

Provides for change in section number.

House conferees concur.

AMENDMENT NO. 14

Item provides for a preliminary examination and survey of Quilcene Bay Harbor, Wash.

House conferees concur.

AMENDMENT NO. 15

Provides for a change in section number.

House conferees concur.

AMENDMENT NO. 16, LACKAWAXEN RIVER, DELAWARE RIVER BASIN, PA.

Item adopts new project, as follows:

Plan of recommended improvement: Provides for construction of an earth-fill dam 94 feet high on Dyberry Creek 2.7 miles above the mouth to control a drainage area of 65 square miles and provide a reservoir with a capacity of 20,800 acre-feet; construction of an earth-fill dam 102 feet high on the Lackawaxen River, just above Prompton, which would create a reservoir with a capacity of 19,200 acre-feet; and the removal of the three small dams at Honesdale. (Removal of these dams has been accomplished by local interests.)

Estimated cost to United States for construction: \$12,150,000.

The sum of \$6,150,000 is authorized to be appropriated for partial accomplishment of this project.

House conferees concur.

AMENDMENT NO. 17, WILKES-BARRE AND HANOVER TOWNSHIP, PA., SUSQUEHANNA RIVER BASIN

Item adopts new project as follows:

Plan of recommended improvement: Raising a low portion of the embankment at Wilkes-Barre an additional 2 feet by embankment or low concrete wall for a distance of 7,400 feet between Old River Road and Union Street.

Estimated cost to United States for construction: The project has been completed at a cost of \$3,538,000. The cost of the additional work proposed is \$250,000.

House conferees concur.

AMENDMENT NO. 18, JAMES RIVER BASIN, VA.

Item provides that preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Failing Springs reregulating dam on Jackson River, Va., heretofore authorized, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

AMENDMENT NO. 19, CENTRAL AND SOUTHERN FLORIDA

Item adopts new project, as follows:

Plan of recommended improvement: Provides for levees, channel works, and control structures at lake outlets in the St. Johns and Kissimmee areas; for increased levee protection around Lake Okeechobee and enlargement of its outlets, the Caloosahatchee and St. Lucie waterways; for enlargement of existing drainage canals, and the construction of new canals and levees and pumping plants, for control of water in the Everglades area; and levees and channel work for protection of the area along the east coast.

Estimated cost to United States for construction: \$171,041,000.

Amount authorized to be appropriated for partial accomplishment of said plan by this amendment, \$16,300,000.

House conferees concur with an amendment inserting the document number.

AMENDMENT NO. 20, ARKANSAS RIVER BASIN

This item provides that the second paragraph under the heading "Arkansas River Basin" in the Flood Control Act of 1946 is hereby amended to read as follows:

"The Chief of Engineers is authorized to provide in the Canton Reservoir on the North Canadian River one hundred and seven thousand acre-feet of irrigation and water supply storage (including approximately sixty-nine thousand acre-feet for irrigation and thirty-eight thousand acre-feet for municipal water supply for Enid, Oklahoma, to be utilized in accordance with section 8 and section 6, respectively, of the Flood Control Act of December 22, 1944 (Public, 534, Seventy-eighth Congress)), upon the condition that when sitation of the reservoir shall encroach upon the flood control authorized by the River and Harbor Act approved July 24, 1946, and the authorization for appropriation for the Arkansas River Basin is hereby increased accordingly."

AMENDMENT NO. 21, APPROACHES TO CERTAIN BRIDGES ON ARKANSAS RIVER

The bill as passed by the House contains a modification of existing projects for flood protection on the Arkansas River which were authorized by section 10 of the Flood Control Act approved December 22, 1944. That modification is intended to reestablish the general distribution of Federal and local participation in the first cost of alterations to highway bridges and approaches at Morriton and at Van Buren-Fort Smith, as set forth in House Document No. 447, Seventy-eighth Congress. The present estimated cost of these alterations is \$571,000. United

States Highways 64 and 71 are strategic highways and State Highway No. 9 is a secondary Federal-aid road. Due to changes in design of the structures, channel changes caused by floods, and the emergency nature of accomplishing these alterations in a satisfactory manner at an early date, the committee believes that a Federal contribution to the modifications on a basis of approximately 50 percent is desirable and, therefore, recommends that the figure in the House bill be raised from \$200,000 to \$300,000.

House conferees concur.

AMENDMENT NO. 22, BRADENS BEND, ARKANSAS RIVER

Item adopts as an emergency measure, a plan for bank protection and control works at Bradens Bend, Okla., at an estimated cost of \$1,000,000. The right bank of the Arkansas River has been actively sloughing into the stream since 1900. Active bank caving is now taking place downstream from the existing riprap. The branch line of the Kansas City Southern Railroad has been abandoned because of the bank caving, and United States Highway No. 271 relocated out of the area since it was severed. There now remains about 3,500 feet between the present bank line of the Arkansas River and the Poteau River. An existing draw between the Poteau and Arkansas Rivers would provide a pilot channel for the Arkansas River to change its course into the Poteau River, forming a double channel and isolating upward of 7,300 acres of high quality cultivated farm land comprising 45 farm units. This would have a detrimental effect on construction of the authorized navigation project at a later date.

House conferees concur.

AMENDMENT NO. 23, RED RIVER OF THE NORTH DRAINAGE BASIN, MINN. AND N. DAK.

Item adopts new project, as follows:

Plan of recommended improvement: Provides for channel clearing, enlargement and realignment and construction of levees and flood walls along certain sectors of the main stem and of its major tributaries in Minnesota and North Dakota and construction of a multiple-purpose reservoir with the dam at mile 33.6 on the Otter Tail River, Minn.

Estimated cost to United States for construction: \$9,928,000.

House conferees concur.

The sum of \$2,000,000 is authorized to be appropriated for partial accomplishment of this project.

AMENDMENT NO. 24, MISSOURI RIVER IN VICINITY OF MINERS BEND, NEBR. AND S. DAK.

Item adopts as an emergency measure the following project:

Plan of recommended improvement: The proposed project consists of a system of dikes and revetments to control erosion and prevent loss of farm lands from caving banks in Ponca and Miners Bends on the Missouri River over a distance of about 9 miles. Construction of about 6 miles of revetment and 5,000 linear feet of dikes is contemplated. The project ties into the bluff line in Ponca Bend well above the critical area.

Estimated cost to the United States for construction: \$3,000,000.

House conferees concur.

AMENDMENT NO. 25, SOUTH PLATTE RIVER AND TRIBUTARIES, COLO., WYO., AND NEBR.

Item adopts new project as follows:

Plan of recommended improvement: Provides for the construction of the following works of improvement: (a) Reservoir at the Chatfield Dam site, (b) Continuous levee system along the South Platte River, between the Chatfield Dam site and St. Vrain Creek, (c) Channel improvements along South Platte River below St. Vrain Creek, (d) Channel improvement and related works at Boulder, Colo., and (e) Levee and appurtenant works at Erie, Colo.

Estimated cost to the United States for construction: \$49,432,000.
Senate recesses.

AMENDMENT NO. 26, DETROIT RESERVOIR, ON NORTH SANTIAM RIVER, WILLAMETTE RIVER BASIN

Item provides for the installation of generating facilities at the Detroit Dam and the construction of a reregulating reservoir. The Detroit Reservoir is one of the elements of the system of flood control and multipurpose reservoirs in the Willamette River Basin. It is advantageously located with respect to a power market area, and a major transmission network exists in that vicinity. The needed additional power-generating capacity in the Pacific Northwest is critical and will become more acute in the next few years. The proposed power installation would generate 443,100,000 kilowatt-hours annually which would have a value of \$1,657,000. The ratio of benefits to costs is 1.57 to 1.0.

The total estimated Federal cost for the installation of power facilities including a reregulating dam at Detroit Reservoir is \$19,030,000. Additional monetary authorization for this work need not necessarily be included in the bill since the available monetary authorization for the comprehensive plan for the Willamette River Basin, for which appropriations have not yet been made, is sufficient to cover the initial items of work on the installation of power facilities which might be undertaken in the near future. Approval of the inclusion of power, however, is urgently needed to permit this work to go ahead.

House conferees concur.

AMENDMENTS NOS. 27, 28, AND 29

These amendments rearrange the House language on the project for the West Tennessee tributaries under Lower Mississippi River by inserting a subsection, (a), and the following: "and the authorization for the Lower Mississippi River project is increased accordingly".

House conferees concur.

AMENDMENT NO. 30, DEVILS SWAMP PROJECT AT BATON ROUGE, LA.

House conferees concur with an amendment, as follows: At the end of the item insert the following: "and the authorization for the Lower Mississippi River project is increased accordingly".

AMENDMENT NO. 31, L'ANGUILLE RIVER, MO. AND ARK.

Item adopts new project, as follows:

Plan of recommended improvement: The plan of improvement provides for clearing, enlargement, and realignment as required of L'Anguille River below mile 108, Brushy Creek below mile 6, and First Creek below mile 8, to convey flood flows at stages sufficiently low to facilitate drainage of areas outside the first bottoms of the flood plain above the limit of Mississippi and St. Francis Rivers backwater.

Estimated cost to the United States for construction: \$5,100,000.

House conferees concur.

AMENDMENT NO. 32, RIO GRANDE BASIN

Item adopts project covering the construction of reservoirs, floodways, rehabilitation and miscellaneous work, as follows:

Project ¹	Federal	Non-Federal	Total
Chamita Reservoir.....	\$30,833,000	-----	\$30,833,000
Jemez Reservoir.....	7,201,000	-----	7,201,000
Rio Grande floodway....	11,526,000	\$181,000	11,707,000
Bluewater floodway.....	200,000	² 75,200	275,200
Rehabilitation work....	18,233,000	-----	18,233,000
Miscellaneous work.....	1,525,000	-----	1,525,000
Total.....	69,518,000	256,200	70,328,849

¹ Based on December 1947 prices.

² \$75,000 is a cash contribution and \$200 is lands and damages.

Local cooperation: Local interests are required to give the customary assurances in connection with flood-control projects covering lands, damages, and highway and highway-bridge alterations for channel and levees in addition to maintaining and operating all levees in the Bluewater floodway. They must also contribute in cash \$75,000 to the cost of constructing a culvert which is part of the Bluewater floodway project. Total estimated non-Federal cost is \$256,200.

The plan will provide for the development of the water resources of the Rio Grande Basin and the flood-control phase of the plan covered in this report will provide improvements essential to the economic welfare of the inhabitants of the basin. The ratio of average annual benefits to average annual costs is 1.2 to 1.

The plan has been coordinated among the Federal and State agencies concerned and all are in agreement. Construction of the entire plan would be a joint undertaking of the Department of the Army and the Department of the Interior. The committee is of the opinion that flood and sediment control in the Rio Grande Basin is essential for protection of the valley lands. Sedimentation of the stream bed has raised ground-water levels in the valley and caused abandonment of large agricultural areas and increased damages from floods. The comprehensive plan worked out by State, Federal, and local officials would reduce flood damages and permit continued use of a large area for agricultural and other purposes. Approval of the plan with small authorization to construct emergency features and prosecute plans for certain remaining items is believed desirable and the committee so recommends.

The sum of \$3,500,000 is authorized to be appropriated to be expended by the Department of the Army for partial accomplishment of this plan.

House conferees concur, with an amendment in lines 19 and 20, page 23, striking out the words: "at prices, on terms, and with titles satisfactory to him."

AMENDMENTS NOS. 33 TO 38, INCLUSIVE

These items provide for the making of preliminary examinations and surveys at the following localities:

Two Mile Creek, Oregon.
Aroostook River and tributaries, Maine.
Beaver Creek, Lincoln County, Oregon.
Skinner Creek, at and in the vicinity of Mannsville, New York.
Steinhatchee and Fenholloway Rivers, Florida.

River Rouge and tributaries, Michigan.

AMENDMENT NO. 39

This amendment increases the amount authorized in the House bill for carrying out improvements authorized under title II of the bill from \$25,000,000 to \$65,000,000.

House conferees concur with an amendment striking out "\$65,000,000", and inserting in lieu thereof "\$62,000,000."

GEO. A. DONDERO,
EARL WILSON,
J. HARRY MCGREGOR,
HOMER D. ANGELL,
WILL M. WHITTINGTON,
HENRY D. LARCADE, Jr.,
CLIFFORD DAVIS,

Managers on the Part of the House.

CALL OF THE HOUSE

MR. MONRONEY. Mr. Speaker, I make the point of order that a quorum is not present.

The SPEAKER. Obviously a quorum is not present.

MR. ALLEN of Illinois. Mr. Speaker, I move a call of the House.

A call of the House was ordered.

The Clerk called the roll, and the following Members failed to answer to their names:

[Roll No. 113]

Angell	Gross	Multer
Arnold	Hartley	Mundt
Banta	Hedrick	Murdoch
Barrett	Heffernan	Murray, Tenn.
Bates, Ky.	Herter	Norrell
Boggs, Del.	Hess	Norton
Boggs, La.	Hinsaw	O'Hara
Boykin	Hobbs	Patterson
Brown, Ohio	Holfield	Peden
Buffett	Jarman	Preston
Byrne, N. Y.	Jenkins, Pa.	Rains
Camp	Jensen	Regan
Clason	Johnson, Okla.	Robertson
Clevenger	Johnson, Tex.	Rooney
Cooley	Jones, Wash.	Sasser
Cox	Kearney	Schwabe, Okla.
Davis, Wis.	Keogh	Scoblick
Dawson, Ill.	Kerr	Simpson, Pa.
Dawson, Utah	Kilburn	Smith, Maine
Deane	King	Smith, Va.
Delaney	Kunkel	Smith, Wis.
Dingell	Lane	Spence
Dirksen	Lanham	Stefan
Dolliver	Lea	Stigler
Ellis	Ludlow	Stockman
Ellsworth	Lusk	Thomas, N. J.
Evins	Mack	Thompson
Fenton	Macy	Tollefson
Fernandez	Manasco	Van Zandt
Folger	Meade, Ky.	Vinson
Garmatz	Miller, Conn.	Welch
Gathings	Mills	West
Gore	Morrison	Whitaker
Gorski	Morton	Youngblood
Griffiths	Muhlenberg	

The SPEAKER. Three hundred and twenty-eight Members have answered to their names, a quorum.

By unanimous consent, further proceedings under the call were dispensed with.

MAKING IN ORDER CERTAIN MOTIONS

Mr. ALLEN of Illinois, from the Committee on Rules, reported the following privileged resolution (H. Res. 685, Rept. No. 2383), which was referred to the House Calendar and ordered to be printed:

Resolved, That during the remainder of this week it shall be in order for the Speaker at any time to entertain motions to suspend the rules, notwithstanding the provisions of clause 1, rule XXVII; it shall also be in order at any time during the balance of this week for the majority leader or the chairman of the Committee on Rules to move that the House take a recess, and said motion is hereby made of the highest privilege; and it shall also be in order at any time during the balance of this week to consider reports from the Committee on Rules as provided in clause (2) (b), rule XI, except that the provision requiring a two-thirds vote to consider said reports is hereby suspended during the balance of this week.

MESSAGE FROM THE SENATE

The SPEAKER. The Chair lays before the House a message from the Senate.

The Clerk read as follows:

The Senate having proceeded to reconsider the bill (S. 110) entitled "An act to amend the Interstate Commerce Act with respect to certain agreements between carriers," returned by the President of the United States with his objections, to the Senate, in which it originated, it was

Resolved, That the said bill pass two-thirds of the Senators present having voted in the affirmative.

AMENDMENT TO INTERSTATE COMMERCE ACT—MESSAGE FROM THE PRESIDENT OF THE UNITED STATES (H. DOC. NO. 716)

The SPEAKER. The Clerk will read the message of the President.

The Clerk read as follows:

To the Senate:

I return herewith, without my approval, S. 110, a bill to amend the Inter-

AUTHORIZING THE CONSTRUCTION, REPAIR, AND PRESERVATION OF CERTAIN PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION, FLOOD CONTROL, AND FOR OTHER PURPOSES

JUNE 16, 1948.—Ordered to be printed

Mr. DONDERO, from the committee of conference, submitted the following

CONFERENCE REPORT

[To accompany H. R. 6419]

The committee of conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, having met, after full and free conference, have agreed to recommend and do recommend to their respective Houses as follows:

That the Senate recede from its amendment numbered 25.

That the House recede from its disagreement to the amendments of the Senate numbered 1, 2, 4, 6, 7, 8, 9, 10, 11, 12, 13, 14, 15, 16, 17, 18, 20, 21, 22, 23, 24, 26, 27, 28, 29, 33, 34, 35, 36, 37, 38, and agree to the same.

Amendment numbered 3:

That the House recede from its disagreement to the amendment of the Senate numbered 3, and agree to the same with an amendment as follows:

Strike out the words "in accordance with the report of the Chief of Engineers dated March 8, 1948" and insert in lieu thereof the following: *House Document Numbered 682, Eightieth Congress*; and the Senate agree to the same.

Amendment numbered 5:

That the House recede from its disagreement to the amendment of the Senate numbered 5, and agree to the same with an amendment as follows:

Strike out the figures "568" and insert in lieu thereof the figures 668; and the Senate agree to the same.

Amendment numbered 19:

That the House recede from its disagreement to the amendment of the Senate numbered 19, and agree to the same with an amendment as follows:

Strike out the words "his report dated February 19, 1948" and insert in lieu thereof the words *House Document Numbered 643, Eightieth Congress*; and the Senate agree to the same.

Amendment numbered 30:

That the House recede from its disagreement to the amendment of the Senate numbered 30, and agree to the same with an amendment as follows:

Change the period to a comma and add the following: *and the authorization for the Lower Mississippi River project is increased accordingly.*; and the Senate agree to the same.

Amendment numbered 31:

That the House recede from its disagreement to the amendment of the Senate numbered 31, and agree to the same with an amendment as follows:

Strike out the words "his report dated August 22, 1947" and insert in lieu thereof the words *House Document Numbered 651, Eightieth Congress*; and the Senate agree to the same.

Amendment numbered 32:

That the House recede from its disagreement to the amendment of the Senate numbered 32, and agree to the same with an amendment as follows:

On page 10, lines 10 and 11, of the amendments of the Senate strike out the following: "at prices, on terms, and with titles satisfactory to him"; and the Senate agree to the same.

Amendment numbered 39:

That the House recede from its disagreement to the amendment of the Senate numbered 39, and agree to the same with an amendment as follows:

Strike out the figure "\$65,000,000" and insert in lieu thereof the following figure: *62,000,000*; and the Senate agree to the same.

GEO. A. DONDERO,
EARL WILSON,
J. HARRY MCGREGOR,
HOMER D. ANGELL,
WILL M. WHITTINGTON,
HENRY D. LARCADE, Jr.,
CLIFFORD DAVIS,

Managers on the Part of the House.

CHAPMAN REVERCOMB,
GEO. W. MALONE,
EDWARD MARTIN,
JOHN L. MCCLELLAN,
SPESSARD L. HOLLAND,

Managers on the Part of the Senate.

STATEMENT OF THE MANAGERS ON THE PART OF THE HOUSE

The managers on the part of the House at the conference on the disagreeing votes of the two Houses on the amendments of the Senate to the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, submit the following statement in explanation of the effect of the action agreed upon and recommended in the accompanying conference report as to each of such amendments, namely:

As the bill passed the House the following projects were included under title I—Rivers and Harbors:

Items (sec. 101, unless otherwise indicated)

	Doc. No. (80th Cong.) ¹	Cost, new work	Annual maintenance
Beals Harbor, Maine.....	H. 553.....	\$85, 700	\$1, 000
Cape Porpoise Harbor, Maine.....	H. 555.....	41, 500	1, 500
Buzzards Bay to Buttermilk Bay, Mass.....	H. 552.....	18, 300	500
Falmouth Harbor, Mass.....	H. 566.....	35, 000	4, 000
Taunton River, Mass.....	H. 196.....	-----	1, 000
Provincetown Harbor, Mass.....	H. 600.....	760, 000	1, 000
Point Judith Harbor of Refuge, R. I.....	S. 15.....	176, 000	7, 000
Westcott Cove, Conn.....	H. 379.....	21, 000	1, 200
Greenwich Harbor, Conn.....	H. 272.....	82, 000	5, 000
Rockhall Harbor, Md.....	H. 273.....	40, 000	2, 000
Channel from Kent Island Narrows to Wells Cove, Chester River, Md.....	H. 380.....	16, 400	1, 000
Cambridge Harbor, Md.....	H. 381.....	77, 000	2, 000
Honga River and Tar Bay, Md.....	H. 580.....	31, 600	2, 000
Bransons Cove, Lower Machodoc River, Va.....	H. 420.....	28, 600	1, 000
Deep Creek, Warwick Co., Va.....	H. 601.....	153, 000	8, 200
Norfolk Harbor, Va., southern branch of Elizabeth River.....	H. 545.....	1, 730, 000	82, 800
Stumpy Point Bay, N. C.....	H. 422.....	32, 500	3, 000
Inland Waterway, Beaufort to Cape Fear River, including waterway to Jacksonville, N. C.....	H. 421.....	196, 000	3, 000
St. Andrew Bay, Fla.....	H. 559.....	80, 000	12, 000
Galveston Harbor, Galveston Channel, and Houston ship channel.....	H. 561.....	5, 057, 000	219, 500
Port Aransas-Corpus Christi, Tex.....	H. 560.....	2, 250, 000	100, 000
Grand Traverse Bay, Mich.....	H. 546.....	316, 200	3, 500
Dunkirk Harbor, N. Y.....	H. 632.....	390, 000	-----
Pillar Point, Halfmoon Bay, Calif.....	H. 644.....	4, 500, 000	43, 800
Noyo River and Harbor, Calif.....	H. 586.....	190, 000	4, 000
Tillamook Bay and Bar, Oreg.....	H. 650.....	70, 000	3, 000
Umpqua Harbor and River at Winchester Bay, Oreg.....	-----	34, 500	500
Channel at Charleston, South Slough, Oreg.....	-----	349, 300	4, 500
Coos and Millicoma Rivers, Oreg.....	S. 124.....	310, 000	19, 000
Skipanon Channel, Oreg.....	S. 93.....	114, 500	-----
Smith River, Oreg.....	S. 94.....	96, 100	11, 500
Grays Harbor, Wash.....	H. 635.....	3, 605, 700	103, 700
Baltimore Harbor, Md (sec. 102).....	-----	-----	-----
Modification of Neches-Angelina Rivers project, Texas (sec. 103).....	-----	-----	-----
Total.....	-----	20, 887, 900	652, 200

¹ H indicates House document; S indicates Senate document.

List of projects added to title I of the bill by Senate amendments to which the House concurred:

Items added (sec. 101)

	Doc. No. (80th Cong.)	Cost, new work	Annual maintenance
Winyah Bay, S. C.....		10	
Gulfport Harbor, Miss.....		\$496, 900	\$108, 000
Harrison County, Miss., shore protection.....	H. 682.....	1, 133, 000	
Mississippi River at Fort Madison, Iowa.....	H. 661.....	56, 200	1, 000
Port Wing Harbor, Wis.....	H. 668.....	17, 000	500
Oswego Harbor, N. Y.....		7, 838, 000	28, 400
Bayou Carlin, La.....		15, 000	
Total.....		9, 556, 100	137, 900

¹ Modification of previously authorized project at saving of \$137,000.

TITLE II—FLOOD CONTROL

List of projects in bill as passed by House:

Items (sec. 203)

	Documen No. (80th Cong.)	Estimated cost
Arkansas River Basin, at Carthage and Monett, Mo.....	H. 445.....	\$740, 000
Special provision re approaches to certain highway bridges across the Arkansas River.....		200, 000
Rock River at South Beloit, Ill.....	H. 112.....	100, 000
Henderson River, Ill.....	H. 245.....	1, 520, 000
Mississippi River in vicinity of Aitkin, Minn.....	H. 599.....	1, 680, 000
Redstone Creek, Pa.....	H. 301.....	1, 015, 000
Ohio River at Rosiclare, Ill.....	S. 125.....	500, 000
Tonawanda Creek, N. Y.....	S. 46.....	565, 000
Genesee River (Canaseraga Creek), N. Y.....	H. 206.....	165, 000
Clinton River (Red Run), Mich.....	H. 628.....	1, 010, 000
Reno Beach-Howards farm area, Ohio.....	H. 554.....	330, 000
Santa Clara River, Calif.....	H. 443.....	4, 960, 000
Gila River Basin, Tucson, Ariz.....	H. 274.....	2, 390, 000
Mississippi River below Cape Girardeau, Mo.....	H. 627.....	7, 700, 000
Total.....		22, 875, 000

List of projects added to title II of the bill by Senate amendments to which the House concurred:

Items added (sec. 203)

	Document No. (80th Cong.)	Authoriza- tion in bill
Lackawaxen River, Pa.....	H. 113.....	\$6, 150, 000
Wilkes-Barre-Hanover Township, Pa.....		250, 000
Central and southern Florida.....	H. 643.....	16, 300, 000
Special provision re approaches to certain highway bridges across the Arkansas River, Ark.....		¹ 100, 000
Bradens Bend, Okla.....		1, 000, 000
Red River of the North, N. Dak., Minn., and S. Dak.....		2, 000, 000
Miners Bend, Nebr. and S. Dak.....		3, 000, 000
Detroit Reservoir, Oreg. (power features).....		
L'Anguille River, Ark.....	H. 651.....	2, 000, 000
Rio Grande, N. Mex.....		3, 500, 000
Total.....		34, 300, 000

¹ In addition to \$200,000 included in bill as passed by House.

The following is an explanation of each of the Senate amendments, some of which cover minor amendments:

AMENDMENT NO. 1—WINYAH BAY, S. C.

Item adopts new project, as follows:

Plan of recommended improvement.—Modification of the existing project by a cut-off 27 feet deep and not less than 400 feet wide across the base of the point to the present turning basin in Sampit River and a branch channel 27 feet deep and not less than 200 feet wide from the upstream end of the cut-off downstream to existing and prospective terminals on the sharp bend at Georgetown in lieu of the intercepted reach of the authorized channel that follows the river along the Georgetown City water front, and maintenance of the intercepted reach of the river to a depth of 18 feet and width of 400 feet.

Estimated cost to United States for construction.—Construction of the proposed plan will present a saving to the United States of \$137,000 over that of the existing authorized project.

House conferees concur.

AMENDMENT NO. 2—GULFPORT HARBOR, MISS.

Item adopts new project, as follows:

Plan of recommended improvement.—Modification of the existing project for Gulfport Harbor, Miss., to provide for a depth of 30 feet in the anchorage basin, a channel 30 feet deep and 220 feet wide from the basin across Mississippi Sound to Ship Island bar, and a channel 32 feet deep and 300 feet wide across Ship Island bar to deep water in the Gulf of Mexico, generally in accordance with the plan of the district engineer.

Estimated cost to United States for construction.—\$496,900.

House conferees concur.

AMENDMENT NO. 3—HARRISON COUNTY, MISS., SHORE PROTECTION

Item adopts new project, as follows:

Plan of recommended improvement.—Adoption of a project by the United States authorizing Federal participation toward the structural repair of the Harrison County sea wall and its protection by the construction of a beach, 300 feet wide, from Biloxi lighthouse to Henderson Point, a distance of about 24 miles. In addition, local interests will accomplish reconstruction of drainage facilities and comply with the following: (1) Adopt the afore-mentioned plan of improvement including repairs and alterations; (2) submit for approval by the Chief of Engineers detailed plans and specifications and arrangements for prosecuting the entire improvement prior to the commencement of such work; (3) provide all necessary lands, easements, and rights-of-way for accomplishment of the work; and agree to (a) maintain the sea wall and drainage facilities, and the beach by artificial replenishment, during the useful life of these works as may be required to serve their intended purpose; (b) hold and save the United States free from all claims for damages that may arise either before, during, or after prosecution of work; (c) remedy water pollution that would endanger public health; and (d) assure perpetual public ownership of the beach and its administration for public use only.

Federal participation in first cost for construction.—\$1,133,000.

Total estimated first cost for construction.—\$2,368,000.

Annual maintenance charges to the United States.—None; all to be assumed by local interests.

House conferees concur with an amendment to insert the document number.

AMENDMENT NO. 4.—MISSISSIPPI RIVER AT FORT MADISON, IOWA

Item adopts new project as follows:

Plan of recommended improvement.—Modification of the existing project for the Mississippi River between the Missouri River and Minneapolis, Minn., to provide for (1) a small-boat basin and harbor of refuge at Fort Madison, Iowa, to be secured by constructing a breakwater and dredging the protected area and entrance channel to a project depth of 5 feet and (2) a dredged approach channel 9 feet deep to a site for a river-borne freight terminal at Fort Madison; both improvements to be accomplished in general accordance with the plans of the district engineer.

Estimated cost to United States for new work.—\$41,200 for the small-boat harbor, and \$15,000 for the commercial harbor.

House conferees concur.

AMENDMENT NO. 5.—PORT WING HARBOR, WIS.

Item adopts new project, as follows:

Plan of recommended improvement.—That the existing project be modified to provide for abandonment of the extension of the return pile revetment at the inner end of the east pier, the construction of the revetment on the east bank facing the entrance, and the inner channel with a depth of 15 feet. It is also recommended that it be further modified to provide for two inner channels 8 feet deep, extending easterly and southerly 1,170 and 340 feet, respectively, from an irregular-shaped turning basin 15 feet deep at the inner end of the piers.

Estimated cost to United States.—\$17,000.

House conferees concur with an amendment inserting "668" in lieu of "568" as the document number.

AMENDMENT NO. 6.—OSWEGO HARBOR, N. Y.

Item adopts new project, as follows:

Plan of recommended modification of existing project.—(1) A breakwater approximately parallel to shore extending easterly from the existing east arrowhead breakwater, 10 feet above low-water datum for 2,300 feet and to 12 feet above low-water datum for 2,600 feet; (2) removal of approximately 1,020 feet of the inner end of the existing east arrowhead breakwater; and (3) a channel 250 feet wide extending easterly and terminating in an irregularly shaped basin at the easterly end of the harbor, all to a project depth of 18 feet in earth and 19 in rock; all generally in accordance with the plans of the district engineer and with such modifications as in the discretion of the Secretary of the Army and the Chief of Engineers may be deemed advisable.

Estimated cost to United States for new work.—\$7,838,000.

House conferees concur.

AMENDMENT NO. 7.—INTRACOASTAL WATERWAY FROM THE CALOOSAHATCHEE RIVER TO THE ANCLOTE RIVER, FLA.

The item adopts a new section which modifies the existing project to the extent that the Secretary of the Army is authorized to utilize, at and in the vicinity of Venice, any of four routes described in the act, the existing route being included in the list. The item provides that the cost to the United States shall not exceed the cost of the original route.

House conferees concur.

AMENDMENT NO. 8

Change in section number.
House conferees concur.

AMENDMENT NO. 9—BAYOU CARLIN, LA.

This item authorizes the Chief of Engineers, in the prosecution of the existing project, to protect the piers of the railway bridge crossing at Delcambre, La. Estimated cost, \$15,000.
House conferees concur.

AMENDMENT NO. 10

Provides for the printing of river and harbor laws relating to rivers and harbors passed since June 25, 1938, for the use of the Department of the Army.
House conferees concur.

AMENDMENT NO. 11

Item provides that not to exceed \$5,000 annually of the funds appropriated for rivers and harbors shall be available for the support and maintenance of the Permanent International Commission of the Congresses of Navigation and for the payment in amounts approved by the Chief of Engineers of the expenses of the properly accredited delegates of the United States to the meetings of the Congresses and of the Commission. This provides an increase of \$2,000 over the amount provided under existing law.
House conferees concur.

AMENDMENT NO. 12

Item provides that the dam site known as Foster Creek Dam on the Columbia River, Wash., shall hereafter be known as the Chief Joseph Dam.
House conferees concur.

AMENDMENT NO. 13

Provides for change in section number.
House conferees concur.

AMENDMENT NO. 14

Item provides for a preliminary examination and survey of Quilcene Bay Harbor, Wash.
House conferees concur.

AMENDMENT NO. 15

Provides for a change in section number.
House conferees concur.

AMENDMENT NO. 16—LACKAWAXEN RIVER, DELAWARE RIVER BASIN, PA.

Item adopts new project, as follows:

Plan of recommended improvement.—Provides for construction of an earth-fill dam 94 feet high on Dyberry Creek 2.7 miles above the mouth to control a drainage area of 65 square miles and provide a reservoir with a capacity of 20,800 acre-feet; construction of an earth-fill dam 102 feet high on the Lackawaxen River, just above Prompton which would create a reservoir with a capacity of 19,200 acre-feet; and the removal of the three small dams at Honesdale. (Removal of these dams has been accomplished by local interests.)

Estimated cost to United States for construction.—\$12,150,000.

The sum of \$6,150,000 is authorized to be appropriated for partial accomplishment of this project.

House conferees concur.

AMENDMENT NO. 17—WILKES-BARRE AND HANOVER TOWNSHIP, PA.,
SUSQUEHANNA RIVER BASIN

Item adopts new project, as follows:

Plan of recommended improvement.—Raising a low portion of the embankment at Wilkes-Barre an additional 2 feet by embankment or low concrete wall for a distance of 7,400 feet between Old River Road and Union Street.

Estimated cost to United States for construction.—The project has been completed at a cost of \$3,538,000. The cost of the additional work proposed is \$250,000.

House conferees concur.

AMENDMENT NO. 18—JAMES RIVER BASIN, VA.

Item provides that preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Falling Springs reregulating dam on Jackson River, Va., heretofore authorized, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

AMENDMENT NO. 19—CENTRAL AND SOUTHERN FLORIDA

Item adopts new project, as follows:

Plan of recommended improvement.—Provides for levees, channel works, and control structures at lake outlets in the St. Johns and Kissimmee areas; for increased levee protection around Lake Okeechobee and enlargement of its outlets, the Caloosahatchee and St. Lucie waterways; for enlargement of existing drainage canals, and the construction of new canals and levees and pumping plants, for control of water in the Everglades area; and levees and channel work for protection of the area along the east coast.

Estimated cost to United States for construction.—\$171,041,000.

Amount authorized to be appropriated for partial accomplishment of said plan by this amendment, \$16,300,000.

House conferees concur with an amendment inserting the document number.

AMENDMENT NO. 20—ARKANSAS RIVER BASIN

This item provides that the second paragraph under the heading "Arkansas River Basin" in the Flood Control Act of 1946 is hereby amended to read as follows:

The Chief of Engineers is authorized to provide in the Canton Reservoir on the North Canadian River one hundred and seven thousand acre-feet of irrigation

and water supply storage (including approximately sixty-nine thousand acre-feet for irrigation and thirty-eight thousand acre-feet for municipal water supply for Enid, Oklahoma, to be utilized in accordance with section 8 and section 6, respectively, of the Flood Control Act of December 22, 1944 (Public, 534, Seventy-eighth Congress)), upon the condition that when siltation of the reservoir shall encroach upon the flood control authorized by the River and Harbor Act approved July 24, 1946, and the authorization for appropriation for the Arkansas River Basin is hereby increased accordingly.

AMENDMENT NO. 21—APPROACHES TO CERTAIN BRIDGES ON ARKANSAS RIVER

The bill as passed by the House contains a modification of existing projects for flood protection on the Arkansas River which were authorized by section 10 of the Flood Control Act approved December 22, 1944. That modification is intended to reestablish the general distribution of Federal and local participation in the first cost of alterations to highway bridges and approaches at Morrilton and at Van Buren-Fort Smith, as set forth in House Document No. 447, Seventy-eighth Congress. The present estimated cost of these alterations is \$571,000. United States Highways 64 and 71 are strategic highways and State Highway No. 9 is a secondary Federal-aid road. Due to changes in design of the structures, channel changes caused by floods, and the emergency nature of accomplishing these alterations in a satisfactory manner at an early date, the committee believes that a Federal contribution to the modifications on a basis of approximately 50 percent is desirable and, therefore, recommends that the figure in the House bill be raised from \$200,000 to \$300,000.

House conferees concur.

AMENDMENT NO. 22—BRADENS BEND, ARKANSAS RIVER

Item adopts as an emergency measure, a plan for bank protection and control works at Bradens Bend, Okla., at an estimated cost of \$1,000,000.

The right bank of the Arkansas River has been actively sloughing into the stream since 1900. Active bank caving is now taking place downstream from the existing riprap. The branch line of the Kansas City Southern Railroad has been abandoned because of the bank caving, and United States Highway No. 271 relocated out of the area since it was severed. There now remains about 3,500 feet between the present bank line of the Arkansas River and the Poteau River. An existing draw between the Poteau and Arkansas Rivers would provide a pilot channel for the Arkansas River to change its course into the Poteau River, forming a double channel and isolating upward of 7,300 acres of high quality cultivated farm land comprising 45 farm units. This would have a detrimental effect on construction of the authorized navigation project at a later date.

House conferees concur.

AMENDMENT NO. 23—RED RIVER OF THE NORTH DRAINAGE BASIN, MINN. AND N. DAK.

Item adopts new project, as follows:

Plan of recommended improvement.—Provides for channel clearing, enlargement and realinement and construction of levees and flood walls along certain sectors of the main stem and of its major tributaries in Minnesota and North Dakota and construction of a multiple-purpose reservoir with the dam at mile 38.6 on the Otter Tail River, Minn.

Estimated cost to United States for construction.—\$9,928,000.

House conferees concur.

The sum of \$2,000,000 is authorized to be appropriated for partial accomplishment of this project.

10 AUTHORIZING PRESERVATION OF CERTAIN PUBLIC WORKS

AMENDMENT NO. 24—MISSOURI RIVER IN VICINITY OF MINERS BEND, NEBR. AND S. DAK.

Item adopts as an emergency measure the following project:

Plan of recommended improvement.—The proposed project consists of a system of dikes and revetment to control erosion and prevent loss of farm lands from caving banks in Ponca and Miners Bends on the Missouri River over a distance of about 9 miles. Construction of about 6 miles of revetment and 5,000 linear feet of dikes is contemplated. The project ties into the bluff line in Ponca Bend well above the critical area.

Estimated cost to United States for construction.—\$3,000,000.

House conferees concur.

AMENDMENT NO. 25—SOUTH PLATTE RIVER AND TRIBUTARIES, COLORADO, WYOMING, AND NEBRASKA

Item adopts new project as follows:

Plan of recommended improvement.—Provides for the construction of the following works of improvement: (a) Reservoir at the Chatfield Dam site, (b) Continuous levee system along the South Platte River, between the Chatfield Dam site and St. Vrain Creek, (c) Channel improvements along South Platte River below St. Vrain Creek, (d) Channel improvement and related works at Boulder, Colo., and (e) Levee and appurtenant works at Erie, Colo.

Estimated cost to the United States for construction.—\$49,432,000.

Senate recedes.

AMENDMENT NO. 26—DETROIT RESERVOIR, ON NORTH SANTIAM RIVER, WILLAMETTE RIVER BASIN

Item provides for the installation of generating facilities at the Detroit Dam and the construction of a reregulating reservoir.

The Detroit Reservoir is one of the elements of the system of flood control and multipurpose reservoirs in the Willamette River Basin. It is advantageously located with respect to a power market area, and a major transmission network exists in that vicinity. The needed additional power-generating capacity in the Pacific Northwest is critical and will become more acute in the next few years. The proposed power installation would generate 443,100,000 kilowatt-hours annually which would have a value of \$1,657,000. The ratio of benefits to costs is 1.57 to 1.0.

The total estimated Federal cost for the installation of power facilities including a reregulating dam at Detroit Reservoir is \$19,030,000. Additional monetary authorization for this work need not necessarily be included in the bill since the available monetary authorization for the comprehensive plan for the Willamette River Basin, for which appropriations have not yet been made, is sufficient to cover the initial items of work on the installation of power facilities which might be undertaken in the near future. Approval of the inclusion of power, however, is urgently needed to permit this work to go ahead.

House conferees concur.

AMENDMENTS NOS. 27, 28, AND 29

These amendments rearrange the House language on the project for the west Tennessee tributaries under lower Mississippi River by inserting a subsection (a), and the following: "and the authorization for the lower Mississippi River project is increased accordingly."

House conferees concur.

AMENDMENT NO. 30—DEVILS SWAMP PROJECT AT BATON ROUGE, LA.

House conferees concur with an amendment, as follows: At the end of the item insert the following: "and the authorization for the lower Mississippi River project is increased accordingly".

AMENDMENT NO. 31—L'ANGUILLE RIVER, MO. AND ARK.

Item adopts new project, as follows:

Plan of recommended improvement.—The plan of improvement provides for clearing, enlargement, and realignment as required of L'Anguille River below mile 108, Brushy Creek below mile 6, and First Creek below mile 8, to convey flood flows at stages sufficiently low to facilitate drainage of areas outside the first bottoms of the flood plain above the limit of Mississippi and St. Francis Rivers backwater.

Estimated cost to the United States for construction.—\$5,100,000.

House conferees concur.

AMENDMENT NO. 32—RIO GRANDE BASIN

Item adopts project covering the construction of reservoirs, floodways, rehabilitation, and miscellaneous work, as follows:

Project ¹	Federal	Non-Federal	Total
Chamita Reservoir.....	\$30, 833, 000	-----	\$30, 833, 000
Jemez Reservoir.....	7, 201, 000	-----	7, 201, 000
Rio Grande floodway.....	11, 526, 000	\$181, 000	11, 707, 000
Bluewater floodway.....	200, 000	² 75, 200	275, 200
Rehabilitation work.....	18, 233, 000	-----	18, 233, 000
Miscellaneous work.....	1, 525, 000	-----	1, 525, 000
Total.....	69, 518, 000	256, 200	70, 328, 849

¹ Based on December 1947 prices.

² \$75,000 is a cash contribution and \$200 is lands and damages.

Local cooperation.—Local interests are required to give the customary assurances in connection with flood-control projects covering lands, damages, and highway and highway-bridge alterations for channel and levees in addition to maintaining and operating all levees in the Bluewater floodway. They must also contribute in cash \$75,000 to the cost of constructing a culvert which is part of the Bluewater floodway project. Total estimated non-Federal cost is \$256,200.

The plan will provide for the development of the water resources of the Rio Grande Basin and the flood-control phase of the plan covered in this report will provide improvements essential to the economic welfare of the inhabitants of the basin. The ratio of average annual benefits to average annual costs is 1.2 to 1.

The plan has been coordinated among the Federal and State agencies concerned and all are in agreement. Construction of the entire plan would be a joint undertaking of the Department of the Army and the Department of the Interior. The committee is of the opinion that flood and sediment control in the Rio Grande Basin is essential for protection of the valley lands. Sedimentation of the stream bed has raised ground-water levels in the valley and caused abandonment of large agricultural areas and increased damages from floods. The comprehensive plan worked out by State, Federal, and local officials would reduce flood damages and permit continued use of a large area for agricultural and other purposes. Approval of the plan with small authorization to construct emergency features and prosecute plans for certain remaining items is believed desirable and the committee so recommends.

The sum of \$3,500,000 is authorized to be appropriated to be expended by the Department of the Army for partial accomplishment of this plan.

House conferees concur, with an amendment in lines 19 and 20, page 23, striking out the words: "at prices, on terms, and with titles satisfactory to him".

AMENDMENTS NOS. 33 TO 38, INCLUSIVE

These items provide for the making of preliminary examinations and surveys at the following localities:

Two Mile Creek, Oreg.

Aroostook River and tributaries, Maine.

Beaver Creek, Lincoln County, Oreg.

Skinner Creek, at and in the vicinity of Mannsville, N. Y.

Steinhatchee and Fenholloway Rivers, Fla.

River Rouge and tributaries, Michigan.

AMENDMENT NO. 39

This amendment increases the amount authorized in the House bill for carrying out improvements authorized under title II of the bill from \$25,000,000 to \$65,000,000.

House conferees concur with an amendment striking out "\$65,000,000", and inserting in lieu thereof "\$62,000,000".

GEO. A. DONDERO,

EARL WILSON,

J. HARRY MCGREGOR,

HOMER D. ANGELL,

WILL M. WHITTINGTON,

HENRY D. LARCADE, Jr.,

CLIFFORD DAVIS,

Managers on the part of the House.



10. SECOND DEFICIENCY APPROPRIATION BILL, 1949, H.R. 6935.
Sen. Russell, Ga., submitted a notice to suspend the rules in order to propose an amendment to this bill to include \$75,000,000, to remain available until expended, for repair, etc., of flood damage to public facilities, by the Federal Works Agency (p. 8795).
11. SUPPLEMENTAL INDEPENDENT OFFICES APPROPRIATION BILL, 1949. The Appropriations Committee reported with amendments this bill, H.R. 6829 (S.Rept.1758) (p. 8878).
12. MILITARY ESTABLISHMENTS APPROPRIATION BILL, 1949. Passed with amendment this bill, H.R. 6771 (pp. 8880-4). Agreed to an amendment by Sen. Fulbright, Ark., to strike out the prohibition against the use of appropriations for the purchase of oleomargarine or butter substitutes for other than cooking purposes (pp. 8883-4). Senate conferees appointed (p. 8884).
13. ALASKAN TRANSPORTATION. The Interstate and Foreign Commerce Committee reported with amendments S.J.Res. 219, to continue until Dec. 31, 1949, the authority of the U.S. Maritime Commission to make provision for certain ocean transportation services to, from, and within Alaska (S.Rept.1755) (p. 8794).
14. HEALTH. The Labor and Public Welfare Committee submitted a report of the activities of the Subcommittee on Health in relation to national health problems (S.Rept. 1571) (pp. 8795-9).
15. DISPLACED PERSONS. Received from the President a supplemental appropriation estimate of \$4,000,000, 1949, for the "immigration of displaced persons"; to Appropriations Committee (S.Doc. 181) (p. 8793).
16. ALASKAN DEVELOPMENT. Received from the Interior Department a draft of a proposed bill to aid the settlement and development of Alaska; to Interior and Insular Affairs Committee (p. 8793).

HOUSE

17. INTERIOR DEPARTMENT APPROPRIATION BILL, 1949. Received the conference report on this bill, H.R. 6705 (pp. 8782-90). Regarding the amendment on reclamation investigations in Alaska, the conferees restored the House language with a change so that it would read as follows: "For engineering and economic investigations, as a basis for legislation, and for reports thereon, relating to projects for the development and utilization of the water power resources of Alaska, \$150,000..."
18. HOUSING. The Banking and Currency Committee reported without amendment H.R. 6959, the revised housing bill (H.Rept. 2389) (p. 8791). The Veterans' Affairs Committee also reported this bill (H.Rept. 2390) (p. 8791). The Daily Digest states that this "measure calls for renewal of Government mortgage insurance on new houses up to 90 percent of value; priorities for veterans in buying war-built Government housing; and a revised system of figuring depreciation allowances on new apartment or multiple-dwelling construction." The bill does not contain the public-housing sections nor the rural housing title.
19. TRANSPORTATION. Passed, 297-102, over the President's veto, S. 110, to amend the Interstate Commerce Act so as to authorize certain rate agreements among carriers when approved by ICC (pp. 8711-2).

20. FLOOD CONTROL. Agreed to the conference report on H.R. 6419, which contains authorizations for flood control, including \$10,000,000 for this Department and Army Department to make examinations and surveys (p. 8720). This bill will now be sent to the President.
21. SELECTIVE SERVICE. Concluded debate on H.R. 6401, the selective-service bill (pp. 8722-81). Final action is to be taken on the bill today, June 13.
22. WATER POLLUTION. Received the conference report on S. 418, to provide for water-pollution control activities by the Public Health Service and the Federal Works Agency (pp. 8781-2).
23. FOREIGN AID APPROPRIATION BILL, 1949. Rep. Taber, N.Y., obtained unanimous consent for the conferees on this bill, H.R. 6801, to file their report by midnight, June 17 (p. 8713).
24. ALASKA. Received from the Interior Department a proposed bill to aid the settlement and development of Alaska; to Public Lands Committee (p. 8791).
25. GRAIN. Received a Central Retail Feed Assn. resolution favoring a change to the hundredweight system for grain; to Agriculture Committee (p. 8792).
26. C.C.C. Received a Central Retail Feed Assn. resolution endorsing "all legislation which is designed to keep Commodity Credit Corporation from competing with private business"; to Banking and Currency Committee (p. 8792).

BILLS INTRODUCED

27. HOUSING. H.Res. 689, by Rep. Gamble, N.Y., to establish a select committee to be known as the Committee on Housing. To Rules Committee. (p. 8792.)
28. ECONOMY. H.R. 6976, by Rep. Javits, N.Y., to create a National Economic Commission, to establish procedures for the formulation and achievement of national economic goals for the making of voluntary agreements in commerce. To Banking and Currency Committee. (p. 8792.)

ITEMS IN APPENDIX

29. FARM PROGRAM. Extension of remarks of Rep. Harris, Ark., expressing his views on a long-range farm program (pp. A4189-90).
30. AGRICULTURAL APPROPRIATIONS. Extension of remarks of Rep. Bennett, Mo., commending Congressional action on USDA's appropriation bill (pp. A4195-7).
Sen. Brooks, Ill., inserted an Illinois Agricultural Association letter commending the work of the Subcommittee on Agricultural Appropriations (p. A4222).
31. FEDERAL PAY BILL. Extension of remarks of Rep. Kefauver, Tenn., favoring salary increases for Federal employees (pp. A4197-8).
32. GOVERNMENT EXPENDITURES. Extension of remarks of Rep. Vursell, Ill., criticizing Government expenditures (p. A4198).
33. RURAL ELECTRIFICATION. Extension of remarks of Rep. Bennett, Mo., commending progress in rural electrification and urging its further extension (pp. A4198-9).
34. HOUSING. Extension of remarks of Rep. Isacson, N.Y., favoring the TEW housing bill (pp. A4200-1).

was no objection expressed to me in the conference. There was harmonious agreement on the part of all parties concerned.

Mr. PLUMLEY. That being so, Mr. Speaker, I ask unanimous consent that the further reading of the statement be dispensed with.

There was no objection.

Mr. PLUMLEY. Mr. Speaker, I move the previous question on the conference report.

The previous question was ordered.

The conference report was agreed to.

The SPEAKER. The Clerk will report the first amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 16: Page 17, line 14, insert ": *Provided further*, That this appropriation shall be available for any expenses incident to transferring offices of the Navy Department between buildings at the seat of government."

Mr. PLUMLEY. Mr. Speaker, I offer a motion which is at the Clerk's desk.

The Clerk read as follows:

Mr. PLUMLEY moves that the House recede from its disagreement to the amendment of the Senate numbered 16, and concur therein.

The motion was agreed to.

The SPEAKER. The Clerk will read the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 23: Page 24, line 2, insert ": *Provided*, That of the balances remaining of appropriations under this head, there shall be available during the fiscal year 1949 such sums as the Secretary may from time to time determine to be necessary for the employment of personnel in the Bureau of Ships and the Bureau of Ordnance in connection with the construction of vessels which have been heretofore authorized under this head."

Mr. PLUMLEY. Mr. Speaker, I offer a motion which is the the Clerk's desk.

The Clerk read as follows:

Mr. PLUMLEY moves that the House recede from its disagreement to the amendment of the Senate numbered 23, and concur therein.

The motion was agreed to.

The SPEAKER. The Clerk will read the next amendment in disagreement.

The Clerk read as follows:

Senate amendment No. 40: Page 33, line 3, insert:

"SEC. 112. No part of the appropriations made in this act shall be available for contracts with any person, firm, or corporation to make or cause to be made with a stop watch or other time-measuring device a time study of any job of any employee; no part of the appropriations made in this act shall be available for the salary or pay of any officer, manager, superintendent, foreman, or other person or persons having charge of the work of any employee of the United States Government while making or causing to be made with a stop watch or other time-measuring device a time study of any job of any such employee between the starting and completion thereof, or of the movements of any such employee while engaged upon such work; nor shall any part of the appropriations made in this act be available to pay any premiums or bonus or cash reward to any employee in addition to his regular wages, except for suggestions resulting in improvements or economy in the operation of any Government plant; and no moneys hereinauthorized for the Naval Establishment or made available therefor shall be used or expended under contracts hereafter made for the repair, purchase, or acquirement, by or from any private contractor, of any naval vessel, machinery, article, or articles that at the time of the proposed repair, purchase, or acquirement can be repaired, manufactured, or produced in each or any of the Government naval shipyards or arsenals of the United States, when time and facilities permit, and when in the judgment of the Secretary, such repair, purchase, acquirement, or production would not involve an appreciable increase in cost to the Government, except when the repair, purchase, or acquirement, by or from any private contractor, would, in the opinion of the Secretary be advantageous to the national defense."

Mr. PLUMLEY. Mr. Speaker, I offer a motion which is at the Clerk's desk.

The Clerk read as follows:

Mr. PLUMLEY moves that the House recede from its disagreement to the amendment of the Senate numbered 40, and concur therein with amendment as follows: In lieu of the matter proposed by said amendment, insert the following:

"SEC. 112. No part of the appropriations made in this act shall be available for contracts with any person, firm, or corporation

to make or cause to be made with a stop watch or other time-measuring device a time study of any job of any employee within the Navy; nor shall any part of the appropriations made in this act be available to pay any premiums or bonus or cash reward to any employee in addition to his regular wages, except for suggestions resulting in improvements or economy in the operation of any Government plant; and no moneys herein appropriated for the Naval Establishment or made available therefor shall be used or expended under contracts hereafter made for the repair, purchase, or acquirement, by or from any private contractor, of any naval vessel, machinery, article, or articles that at the time of the proposed repair, purchase, or acquirement can be repaired, manufactured, or produced in each or any of the Government naval shipyards or arsenals of the United States, when time and facilities permit, and when in the judgment of the Secretary, such repair, purchase, acquirement, or production would not involve an appreciable increase in cost to the Government, except when the repair, purchase, or acquirement, by or from any private contractor, would, in the opinion of the Secretary, be advantageous to the national defense."

The motion was agreed to.

A motion to reconsider the votes by which action was taken on the several motions was laid on the table.

Mr. PLUMLEY. Mr. Speaker, I ask unanimous consent to revise and extend my remarks and include therein a table.

The SPEAKER. Is there objection to the request of the gentleman from Vermont?

There was no objection.

Mr. PLUMLEY. Mr. Speaker, I include a table showing the House and Senate action and the conferees' agreement on the naval appropriation bill for the fiscal year 1949. I feel that the conferees have arrived at a very fair figure. It is, in terms of dollars, almost an even compromise between the House and Senate figures. The bill carries a grand total in continuing and annual appropriations of \$3,749,059,250 which is \$63,111,000 below the amount of the Senate bill and \$62,326,000 above the amount passed by the House. The final action is a reduction below the total budget estimates of \$187,679,450.

Action by Congress on Navy Department estimates, 1949 (excludes funds for construction of aircraft)

Appropriation title	Budget estimates	House action	Senate action	Conference agreement
Office of the Secretary:				
Miscellaneous expenses, Navy	\$12,417,000	\$8,000,000	\$7,500,000	\$7,500,000
Contingencies of the Navy	12,000,000	12,000,000	12,000,000	12,000,000
Research, Navy	53,108,000	45,000,000	42,255,000	42,255,000
Operation and conservation of naval petroleum reserves	19,245,500	245,500	9,245,500	9,245,500
Exploration of Naval Petroleum Reserve No. 4	14,600,000	14,600,000	14,600,000	14,600,000
Expenses, island governments and liberated occupied areas	2,500,000	2,250,000	2,250,000	2,250,000
Penalty-mail costs, Navy Department	2,500,000			
Naval Observatory	504,100	450,000	465,000	465,000
Hydrographic Office	3,942,000	3,500,000	3,700,000	3,500,000
Total, Office of the Secretary	110,816,600	86,045,500	92,015,500	91,815,500
Bureau of Naval Personnel:				
Training and education, Navy	13,745,000	13,000,000	13,741,000	13,200,000
Welfare of naval personnel	2,510,000	2,400,000	2,400,000	2,400,000
Officer candidate training, Navy	12,900,000	12,000,000	12,000,000	12,000,000
General expenses, Bureau of Naval Personnel	1,640,000	1,250,000	1,570,000	1,400,000
Naval Reserve	129,224,350	125,000,000	125,436,000	125,436,000
Naval Academy	5,085,000	5,020,000	5,020,000	5,020,000
Naval Home	382,000	380,000	380,000	380,000
Total, Bureau of Naval Personnel	165,486,350	159,050,000	160,547,000	159,826,000
Bureau of Ships: Maintenance, Bureau of Ships	377,443,000	350,000,000	370,000,000	360,000,000
Bureau of Ordnance: Ordnance and ordnance stores, Navy	266,860,000	210,000,000	248,000,000	230,000,000

Footnotes at end of table

Action by Congress on Navy Department estimates, 1949 (excludes funds for construction of aircraft)—Continued

Appropriation title	Budget estimates	House action	Senate action	Conference agreement
Bureau of Supplies and Accounts:				
Pay and subsistence of naval personnel.....	(\$1, 215, 912, 000)	(\$1, 215, 912, 000)	(\$1, 215, 912, 000)	(\$1, 215, 912, 000)
Pay and allowances.....	1, 111, 116, 000	1, 111, 116, 000	1, 111, 116, 000	1, 111, 116, 000
Subsistence.....	104, 796, 000	104, 796, 000	104, 796, 000	104, 796, 000
Retired pay, Navy.....	78, 520, 650	78, 520, 650	78, 520, 650	78, 520, 650
Transportation and recruiting of naval personnel.....	33, 800, 000	32, 000, 000	32, 000, 000	32, 000, 000
Maintenance, Bureau of Supplies and Accounts.....	229, 630, 000	200, 000, 000	218, 000, 000	209, 000, 000
Transportation of things, Navy.....	94, 818, 000	85, 000, 000	85, 000, 000	85, 000, 000
Fuel, Navy.....	70, 800, 000	65, 000, 000	65, 000, 000	65, 000, 000
Total, Bureau of Supplies and Accounts.....	1, 723, 480, 650	1, 676, 432, 650	1, 694, 432, 650	1, 685, 432, 650
Bureau of Medicine and Surgery: Medical Department, Navy.....	40, 343, 000	40, 000, 000	40, 000, 000	40, 000, 000
Bureau of Yards and Docks: Maintenance, Bureau of Yards and Docks.....	171, 772, 000	150, 000, 000	150, 375, 000	150, 375, 000
Bureau of Aeronautics:				
Aviation, Navy.....	(617, 268, 000)	(575, 000, 000)	(605, 000, 000)	(585, 000, 000)
Aeronautical instruments.....	27, 000, 000	25, 000, 000	25, 000, 000	25, 000, 000
Maintenance and operation.....	480, 268, 000	440, 000, 000	470, 000, 000	450, 000, 000
Research and development.....	110, 000, 000	110, 000, 000	110, 000, 000	110, 000, 000
Total, Bureau of Aeronautics (except construction of aircraft).....	617, 268, 000	575, 000, 000	605, 000, 000	585, 000, 000
Marine Corps:				
Pay, Marine Corps.....	200, 405, 000	199, 492, 000	201, 287, 000	201, 287, 000
Retired pay, Marine Corps.....	8, 519, 000	8, 519, 000	8, 519, 000	8, 519, 000
Pay of civil force.....	(2, 318, 000)	(2, 178, 000)	(2, 178, 000)	(2, 178, 000)
Office of Commandant.....	1, 170, 000	1, 100, 000	1, 100, 000	1, 100, 000
Supply Department.....	1, 148, 000	1, 078, 000	1, 078, 000	1, 078, 000
General expenses, Marine Corps.....	135, 205, 000	130, 000, 000	134, 700, 000	132, 000, 000
Total, Marine Corps.....	346, 447, 000	340, 189, 000	346, 684, 000	343, 984, 000
Navy Department salaries:				
Office of the Secretary.....	4, 345, 900	3, 641, 000	4, 289, 000	3, 965, 000
Office of Naval Research.....	1, 280, 000	1, 152, 000	1, 262, 000	1, 207, 000
Office of Naval Records and Library.....	80, 000	60, 000	78, 000	69, 000
Office of Judge Advocate General.....	345, 000	294, 300	316, 300	305, 300
Office of Chief of Naval Operations.....	1, 350, 000	1, 125, 000	1, 325, 000	1, 225, 000
Board of Inspection and Survey.....	40, 000	36, 000	40, 000	38, 000
Office of Chief of Naval Communications.....	570, 000	550, 000	550, 000	550, 000
Office of Naval Intelligence.....	1, 220, 000	980, 000	980, 000	980, 000
Bureau of Naval Personnel.....	5, 300, 000	3, 870, 000	5, 194, 000	4, 532, 000
Bureau of Ships.....	6, 850, 000	5, 715, 000	6, 702, 000	6, 208, 500
Bureau of Ordnance.....	3, 314, 000	2, 757, 600	3, 267, 600	3, 012, 600
Bureau of Supplies and Accounts.....	4, 850, 000	3, 960, 000	4, 810, 000	4, 385, 000
Bureau of Medicine and Surgery.....	1, 123, 000	970, 200	1, 122, 200	1, 046, 200
Bureau of Yards and Docks.....	2, 179, 200	2, 000, 000	2, 175, 000	2, 087, 500
Bureau of Aeronautics.....	3, 645, 000	3, 000, 000	3, 000, 000	3, 000, 000
Total, Navy Department salaries.....	36, 492, 100	30, 111, 100	35, 111, 100	32, 611, 100
Contingent expenses:				
Contingent expenses, Navy Department.....	1, 175, 000	1, 000, 000	1, 100, 000	1, 100, 000
Printing and binding, Navy Department.....	2, 885, 000	2, 635, 000	2, 635, 000	2, 635, 000
Total, contingent expenses.....	4, 060, 000	3, 635, 000	3, 735, 000	3, 735, 000
Total annual appropriations.....	3, 860, 468, 700	3, 620, 463, 250	3, 745, 900, 250	3, 682, 789, 250
Continuing appropriations:				
Shipbuilding:				
Construction of ships.....	64, 800, 000	56, 800, 000	56, 800, 000	56, 800, 000
Ordnance for new construction.....	² (14, 300, 000)	² (14, 300, 000)	² (14, 300, 000)	² (14, 300, 000)
	11, 470, 000	9, 470, 000	9, 470, 000	9, 470, 000
	³ (1, 700, 000)	³ (1, 700, 000)	³ (1, 700, 000)	³ (1, 700, 000)
Total, shipbuilding.....	76, 270, 000	66, 270, 000	66, 270, 000	66, 270, 000
	(16, 000, 000)	(16, 000, 000)	(16, 000, 000)	(16, 000, 000)
Total annual and continuing appropriations.....	3, 936, 738, 700	3, 686, 733, 250	3, 812, 170, 250	3, 749, 059, 250

¹ Includes supplemental request in amount of \$9,000,000 not acted on by the House.

² Transfer from I RNV (construction and machinery).

³ Transfer from I RNV (armor, armament, and ammunition).

EXTENSION OF REMARKS

Mr. VURSELL asked and was granted permission to extend his remarks in the RECORD.

Mr. BARRETT asked and was granted permission to extend his remarks in the RECORD and include an article by the DAV.

CORRECTION OF THE RECORD

Mr. COUDERT. Mr. Speaker, I ask unanimous consent to correct the RECORD of yesterday, on page 8691, by striking out, in the third column, second paragraph, the words "of 1,300,000 each."

The SPEAKER. Is there objection to the request of the gentleman from New York [Mr. COUDERT]?

There was no objection.

AUTHORIZING PUBLIC WORKS ON RIVERS AND HARBORS FOR NAVIGATION, FLOOD CONTROL, AND FOR OTHER PURPOSES

Mr. DONDERO. Mr. Speaker, I call up the conference report on the bill (H. R. 6419) authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes, and I ask unanimous consent that the statement be read in lieu of the report.

The Clerk read the title of the bill.

The SPEAKER. Is there objection to the request of the gentleman from Michigan [Mr. DONDERO]?

Mr. WHITTINGTON. Mr. Speaker, reserving the right to object, both the conference report and statement on the

part of the managers are contained in the RECORD of Wednesday, at page 8701, and are available to the Members.

Mr. DONDERO. That is correct.

Mr. WHITTINGTON. I withdraw my reservation of objection, Mr. Speaker.

The SPEAKER. Is there objection to the request of the gentleman from Michigan?

There was no objection.

The Clerk read the statement.

(For conference report and statement, see proceedings of the House of June 16, 1948.)

The SPEAKER. The question is on agreeing to the conference report.

The conference report was agreed to.

A motion to reconsider was laid on the table.

[PUBLIC LAW 858—80TH CONGRESS]

[CHAPTER 771—2D SESSION]

[H. R. 6419]

AN ACT

Authorizing the construction, repair, and preservation of certain public works on rivers and harbors for navigation, flood control, and for other purposes.

Be it enacted by the Senate and House of Representatives of the United States of America in Congress assembled,

TITLE I—RIVERS AND HARBORS

SEC. 101. The following works of improvement of rivers and harbors and other waterways for navigation, flood control, and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and supervision of the Chief of Engineers, in accordance with the plans and subject to the conditions recommended by the Chief of Engineers in the respective reports hereinafter designated: *Provided*, That the provisions of section 1 of the River and Harbor Act approved March 2, 1945 (Public, Numbered 14, Seventy-ninth Congress, first session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto, shall apply as if herein set forth in full:

Beals Harbor, Maine; House Document Numbered 553, Eightieth Congress;

Cape Porpoise Harbor, Maine; House Document Numbered 555, Eightieth Congress;

Channel from Buzzards Bay to Buttermilk Bay, Massachusetts; House Document Numbered 552, Eightieth Congress;

Falmouth Harbor, Massachusetts; House Document Numbered 566, Eightieth Congress;

Provincetown Harbor, Massachusetts; House Document Numbered 600, Eightieth Congress;

Taunton River, Massachusetts; House Document Numbered 196, Eightieth Congress;

Harbor of refuge at Point Judith, Rhode Island; Senate Document Numbered 15, Eightieth Congress;

Westcott Cove, Connecticut; House Document Numbered 379, Eightieth Congress;

Greenwich Harbor, Connecticut; House Document Numbered 272, Eightieth Congress;

Rock Hall Harbor, Maryland; House Document Numbered 273, Eightieth Congress;

Chester River, Maryland (channel from Kent Island Narrows to Wells Cove); House Document Numbered 380, Eightieth Congress;

Cambridge Harbor, Maryland; House Document Numbered 381, Eightieth Congress;

Honga River and Tar Bay, Maryland; House Document Numbered 580, Eightieth Congress;

Bransons Cove, Lower Machodoc River, Virginia; House Document Numbered 420, Eightieth Congress;

Deep Creek, Warwick County, Virginia; House Document Numbered 601, Eightieth Congress;

Norfolk Harbor, Southern Branch of Elizabeth River, Virginia; House Document Numbered 545, Eightieth Congress;

Stumpy Point Bay, North Carolina; House Document Numbered 422, Eightieth Congress;

Inland Waterway, Beaufort to Cape Fear River, North Carolina, including waterway to Jacksonville, North Carolina; House Document Numbered 421, Eightieth Congress;

Winyah Bay, South Carolina; in accordance with the report on file in the Office of the Chief of Engineers.

Saint Andrew Bay, Florida; House Document Numbered 559, Eightieth Congress;

Gulfport Harbor, Mississippi; in accordance with the report of the Chief of Engineers dated April 20, 1948;

Harrison County, Mississippi; Shore protection; House Document Numbered 682, Eightieth Congress;

Galveston Harbor, Texas; House Document Numbered 561, Eightieth Congress;

Galveston Channel, Texas; House Document Numbered 561, Eightieth Congress;

Texas City Channel, Texas; House Document Numbered 561, Eightieth Congress;

Houston Ship Channel, Texas; House Document Numbered 561, Eightieth Congress;

Port Aransas-Corpus Christie Waterway, Texas; House Document Numbered 560, Eightieth Congress;

Mississippi River at Fort Madison, Iowa; House Document Numbered 661, Eightieth Congress;

Grand Traverse Bay, Michigan (in the vicinity of Traverse City); House Document Numbered 546, Eightieth Congress;

Port Wing Harbor, Wisconsin; House Document Numbered 668, Eightieth Congress;

Dunkirk Harbor, New York; House Document Numbered 632, Eightieth Congress;

Oswego Harbor, New York; in accordance with the report of the Chief of Engineers dated May 10, 1948;

Halfmoon Bay, California; House Document Numbered 644, Eightieth Congress;

Noyo River and Harbor, California; House Document Numbered 586, Eightieth Congress;

Tillamook Bay and Bar, Oregon (channel to, and boat basin at, Garibaldi); House Document Numbered 650, Eightieth Congress;

Umpqua River, Oregon (channel to, and basin in, Winchester Bay); Senate Document Numbered 154, Eightieth Congress.

Coos Bay, Oregon (Charleston Channel); House Document Numbered 646, Eightieth Congress;

Coos and Millicoma Rivers, Oregon; Senate Document Numbered 124, Eightieth Congress;

Skipanon Channel, Oregon (at Warreton); Senate Document Numbered 93, Eightieth Congress;

Smith River, Oregon; Senate Document Numbered 94, Eightieth Congress;

Grays Harbor and Chehalis River, Washington; House Document Numbered 635, Eightieth Congress.

SEC. 102. That hereafter direct allotments from appropriations for the maintenance and improvement of existing river and harbor works, or from other available appropriations, may be made by the Secretary of the Army for the collection and removal of drift in Baltimore Harbor and its tributary waters, and this work shall be carried out as a separate and distinct project.

SEC. 103. The proposed work of improvement of the Intracoastal Waterway from the Caloosahatchee to the Anclote River, Florida, House Document Numbered 371, Seventy-sixth Congress, as authorized in the Rivers and Harbors Act of March 2, 1945, is modified to the extent herein set forth, and the Secretary of the Army, acting through the Chief of Engineers, is authorized to utilize in the area affected such of the following routes as may be determined feasible by the Chief of Engineers, with the approval of the Secretary of the Army, namely, Route 1 generally paralleling the coast from Venice Bay to Lemon Bay as heretofore authorized in the River and Harbor Act of March 2, 1945; Route 2: Run east from the junction of Little Sarasota Bay and Casey's Inlet Channel, along the south side of Venice Bay, to a point just west of the Seaboard Railroad right-of-way; thence south to Alligator Creek; thence southwest to Lemon Bay; Route 3: Run east from the junction of Little Sarasota Bay and Casey's Inlet Channel, along the north side of Venice Bay, to the old canal right-of-way; thence east along the old canal right-of-way to the divide in section 3; thence south to Alligator Creek; thence southwest to Lemon Bay; Route 4: Cut an inlet from the open Gulf to Route 1 (House Document Numbered 371, Seventy-sixth Congress) in the vicinity of south end of the airport, with the necessary protecting works and jetties, thence along present Route 1 to Lemon Bay: *Provided*, That the cost to the United States shall not exceed the cost of the original route.

SEC. 104. That the existing project for the Neches and Angelina Rivers, Texas, adopted in the River and Harbor Act approved March 2, 1945, is hereby modified so as to provide that the local agency which gives assurances that upon completion of the entire project it will contribute toward the first cost of the work the sum of \$5,000,000, shall be permitted to withdraw from the pool of dam B not to exceed two thousand cubic feet of water per second for its own use.

SEC. 105. In the prosecution of the work for the improvement of Bayou Carlin, Louisiana, in accordance with project adopted by the River and Harbor Act of March 2, 1945, the Chief of Engineers is hereby authorized to protect the piers of the railway bridge crossing Bayou Carlin at Delcambre, Louisiana.

SEC. 106. That the laws of the United States relating to the improvement of rivers and harbors passed since June 25, 1938, shall be compiled under the direction of the Secretary of the Army and the Chief of Engineers and printed for use of the Department of the Army.

SEC. 107. That not to exceed \$5,000 annually of the funds appropriated for rivers and harbors shall be available for the support and

maintenance of the Permanent International Commission of the Congresses of Navigation and for the payment in amounts approved by the Chief of Engineers of the expenses of the properly accredited delegates of the United States to the meetings of the congresses and of the Commission.

SEC. 108. The dam site known as Foster Creek Dam on the Columbia River authorized in the River and Harbor Act of July 24, 1946, shall hereafter be known as the Chief Joseph Dam, and any law, regulation, document, or record of the United States in which such dam is designated or referred to under the name of Foster Creek Dam shall be held to refer to such dam under and by the name Chief Joseph Dam.

SEC. 109. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys to be made at the following-named localities, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That no preliminary examination, survey, project, or estimate for new works other than those designated in this title or some prior Act or joint resolution shall be made: *Provided further*, That after the regular or formal reports made as required by law on any examination, survey, project, or work under way or proposed are submitted, no supplemental or additional report or estimate shall be made unless authorized by law: *Provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this title until the project for the proposed work shall have been adopted by law: *Provided, further*, That reports of surveys on beach erosion and shore protection shall include an estimate of the public interests involved, and such plan of improvement as is found justified, together with the equitable distribution of costs in each case: *And provided further*, That this section shall not be construed to interfere with the performance of any duties vested in the Federal Power Commission under existing law:

Dosoris Creek, New York;

Tolchester Beach area, Maryland;

Little Magothy River, Maryland;

Holdens Creek, Virginia;

Hacks Creek, Northumberland County, Virginia;

Back River, York County, Virginia, and channel connecting Back River with Front Cove;

Bennetts Creek, York County, Virginia;

Powells Bay, Accomac County, Virginia, at Wisharts Point, and channel connecting said bay with the "Ballast";

Fishermans Bay, Lopez Island, Washington;

Quilcene Bay Harbor, Washington.

SEC. 110. Title I may be cited as the "River and Harbor Act of 1948".

TITLE II—FLOOD CONTROL

SEC. 201. That section 3 of the Act approved June 22, 1936 (Public, Numbered 738, Seventy-fourth Congress), as amended by section 2 of the Act approved June 28, 1938 (Public, Numbered 761, Seventy-fifth Congress), shall apply to all works authorized in this title except that for any channel improvement or channel rectification project, provisions (a), (b), and (c) of section 3 of said Act of June 22, 1936, shall apply thereto, and except as otherwise provided by law: *Pro-*

vided, That the authorization for any flood-control project herein adopted requiring local cooperation shall expire five years from the date on which local interests are notified in writing by the Department of the Army of the requirements of local cooperation, unless said interests shall within said time furnish assurances satisfactory to the Secretary of the Army that the required cooperation will be furnished.

SEC. 202. The provisions of section 1 of the Act of December 22, 1944 (Public, Numbered 534, Seventy-eighth Congress, second session), shall govern with respect to projects authorized in this title; and the procedures therein set forth with respect to plans, proposals, or reports for works of improvement for navigation or flood control and for irrigation and purposes incidental thereto shall apply as if herein set forth in full.

It is hereby declared to be the policy of the Congress that the following provisions shall be observed:

No project or any modification not authorized, of a project for flood control or rivers and harbors, shall be authorized by the Congress unless a report for such project or modification has been previously submitted by the Chief of Engineers, United States Army, in conformity with existing law.

SEC. 203. That the following works of improvement for the benefit of navigation and the control of destructive floodwaters and other purposes are hereby adopted and authorized to be prosecuted under the direction of the Secretary of the Army and the supervision of the Chief of Engineers in accordance with the plans in the respective reports hereinafter designated and subject to the conditions set forth therein: *Provided*, That the necessary plans, specifications, and preliminary work may be prosecuted on any project authorized in this title with funds from appropriations heretofore or hereafter made for flood control so as to be ready for rapid inauguration of a construction program: *Provided further*, That the projects authorized herein shall be initiated as expeditiously and prosecuted as vigorously as may be consistent with budgetary requirements: *And provided further*, That pen stocks and other similar facilities adapted to possible future use in the development of hydroelectric power shall be installed in any dam authorized in this title for construction by the Department of the Army when approved by the Secretary of the Army on the recommendation of the Chief of Engineers and the Federal Power Commission:

DELAWARE RIVER BASIN

The plan for flood protection on the Lackawaxen River, Pennsylvania, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 113, Eightieth Congress, first session, and there is authorized to be appropriated the sum of \$6,150,000 for partial accomplishment of that plan.

SUSQUEHANNA RIVER BASIN

The project for local flood protection at Wilkes-Barre and Hanover Township, Pennsylvania, authorized by the Flood Control Act approved June 22, 1936, in accordance with House Document Numbered 308, Sixty-ninth Congress, first session, is hereby modified to provide for raising a portion of the river front section of the protective

levee to provide a uniform degree of protection throughout its length at an estimated cost to the United States of \$250,000 and subject to the conditions of local cooperation prescribed for that project in the Act approved June 22, 1936.

JAMES RIVER BASIN

That preparation of plans or construction shall not be undertaken on the Gathright Reservoir and the Falling Springs reregulating dam on Jackson River, Virginia, authorized by the Flood Control Act approved July 24, 1946, in accordance with the recommendations of the Chief of Engineers in House Document Numbered 207, Eightieth Congress, first session, until completion of review of the project to determine the desirability of its construction at the present time, and a finding of the proper local contribution on the basis of benefits to be derived for water supply, pollution abatement, and other conservation purposes.

CENTRAL AND SOUTHERN FLORIDA

The project for Caloosahatchee River and Lake Okeechobee drainage areas, Florida, authorized by the River and Harbor Act of July 3, 1930, as amended, is hereby modified and expanded to include the first phase of the comprehensive plan for flood control and other purposes in central and southern Florida as recommended by the Chief of Engineers in House Document Numbered 643, Eightieth Congress, subject to the conditions of local cooperation prescribed therein, and there is hereby authorized to be appropriated the sum of \$16,300,000 for partial accomplishment of said plan.

ARKANSAS RIVER BASIN

The second paragraph under the heading "Arkansas River Basin" in the Flood Control Act of 1946 is hereby amended to read as follows:

"The Chief of Engineers is authorized to provide in the Canton Reservoir on the North Canadian River one hundred and seven thousand acre-feet of irrigation and water supply storage. (including approximately sixty-nine thousand acre-feet for irrigation and thirty-eight thousand acre-feet for municipal water supply for Enid, Oklahoma, to be utilized in accordance with section 8 and section 6, respectively, of the Flood Control Act of December 22, 1944 (Public, 534, Seventy-eighth Congress)), upon the condition that when siltation of the reservoir shall encroach upon the flood control allocation the irrigation and water supply storage will be reduced progressively unless provision is made to raise the height of the dam or otherwise provide compensatory storage for flood control on the basis of an equitable distribution of the costs among the water users and other beneficiaries of conservation storage, as determined at that time."

The projects for flood protection at Carthage and Monett, Missouri, in the Arkansas River Basin are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 445, Eightieth Congress, at an estimated cost of \$740,000.

The projects for local flood protection on the Arkansas River authorized by the Flood Control Act approved December 22, 1944, in accordance with House Document Numbered 447, Seventy-eighth Congress, are hereby modified to provide that the United States will participate

in the cost of raising the approaches to the highway bridges across the Arkansas River at Morrilton and at Van Buren-Fort Smith in an amount not to exceed \$300,000.

The Chief of Engineers is authorized to construct, as an emergency measure, bank protection and control works at Bradens Bend, Oklahoma, in accordance with plans on file in the office of the Chief of Engineers, at an estimated cost of \$1,000,000, as a part of the multiple-purpose plan for the Arkansas River and tributaries, Arkansas and Oklahoma, authorized by the River and Harbor Act approved July 24, 1946, and the authorization for appropriation for the Arkansas River Basin is hereby increased accordingly.

UPPER MISSISSIPPI RIVER BASIN

The project for flood protection at South Beloit, Illinois, on the Rock River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 112, Eightieth Congress, at an estimated cost of \$100,000.

The project for flood protection on the Henderson River, Illinois, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 245, Eightieth Congress, at an estimated cost of \$1,520,000.

The project for flood protection at and in the vicinity of Aitkin, Minnesota, on the Mississippi River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 599, Eightieth Congress, at an estimated cost of \$1,680,000.

RED RIVER OF THE NORTH

The comprehensive plan for flood control and other purposes in the Red River of the North drainage basin, North Dakota, South Dakota, and Minnesota as set forth in the report of the Chief of Engineers dated May 24, 1948, is approved and there is hereby authorized the sum of \$2,000,000 for the partial accomplishment of that plan.

OHIO RIVER BASIN

The local flood-protection works at and in the vicinity of Uniontown, Pennsylvania, on Redstone Creek, are hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 301, Eightieth Congress, at an estimated cost of \$1,015,000.

The project for flood protection at Rosiclare, Illinois, on the Ohio River is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 125, Eightieth Congress, at an estimated cost of \$500,000.

MISSOURI RIVER BASIN

The project for bank protection on the Missouri River from Kenslers Bend, Nebraska, to Sioux City, Iowa, authorized by the Act approved August 18, 1941, is hereby modified and extended upstream to include Miners Bend and vicinity, South Dakota and Nebraska, in accordance with plans on file in the office of the Chief of Engineers at an estimated cost of \$3,000,000.

GREAT LAKES BASIN

The project for flood protection at Batavia and vicinity, New York, on Tonawanda Creek is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in Senate Document Numbered 46, Eightieth Congress, at an estimated cost of \$565,000.

The project for flood protection at Dansville and vicinity, New York, on Canaseraga Creek, a tributary of the Genesee River, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 206, Eightieth Congress, at an estimated cost of \$165,000.

The project for flood protection and other purposes on Red Run, a tributary of the Clinton River, Michigan, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 628, Eightieth Congress, at an estimated cost of \$1,010,000.

The project for protection of the Reno Beach-Howards Farm area and adjacent areas, Lucas County, Ohio, from floods caused by frequent windstorms and from increases in the lake level of Lake Erie, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 554, Eightieth Congress, at an estimated cost of \$330,000.

SANTA CLARA RIVER BASIN

The project for flood protection along the Santa Clara River and its tributaries, California, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 443, Eightieth Congress, at an estimated cost of \$4,960,000.

GILA RIVER BASIN

The project for flood protection at Tucson and vicinity, Arizona, in the Gila River Basin, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 274, Eightieth Congress, at an estimated cost of \$2,390,000.

WILLAMETTE RIVER BASIN

The general comprehensive plan for flood control, navigation, and other purposes approved by the Flood Control Act of June 28, 1938, is hereby modified to provide for the installation of hydroelectric power generating facilities, including the construction of a reregulating dam, at Detroit Reservoir on the North Santiam River in accordance with plans on file in the office of the Chief of Engineers.

LOWER MISSISSIPPI RIVER

The project for flood control and improvement of the Lower Mississippi River, adopted by the Act approved May 15, 1928, as amended by subsequent Acts, is hereby modified and expanded to include the following items:

(a) The project for improvement of the Mississippi River below Cape Girardeau with respect to the West Tennessee tributaries at an estimated cost of \$7,700,000, is hereby authorized substantially in accordance with the recommendations of the Chief of Engineers in

House Document Numbered 627, Eightieth Congress, and the authorization for the Lower Mississippi River project is increased accordingly.

(b) The Devils Swamp project at Baton Rouge, Louisiana, at an estimated cost of \$2,000,000, authorized by the River and Harbor Act approved July 24, 1946, and the authorization for the Lower Mississippi River project is increased accordingly.

(c) The project for improvement of the L'Anguille River, Arkansas, at an estimated cost of \$5,100,000 is hereby approved substantially in accordance with the recommendations of the Chief of Engineers in House Document Numbered 651, Eightieth Congress, and the authorization for the Lower Mississippi River project is increased by \$2,000,000.

RIO GRANDE BASIN

The comprehensive plan for the Rio Grande Basin as set forth in the report of the Chief of Engineers dated April 5, 1948, and in the report of the Bureau of Reclamation dated November 21, 1947, all in substantial accord with the agreement approved by the Secretary of the Army and the Acting Secretary of the Interior on November 21, 1947, is hereby approved except insofar as the recommendations in those reports are inconsistent with the provisions of this Act and subject to the authorizations and limitations set forth herein.

The approval granted above shall be subject to the following conditions and limitations:

(a) Construction of the spillway gate structure at Chamita Dam shall be deferred so long as New Mexico shall have accrued debits as defined by the Rio Grande Compact and until New Mexico shall consistently accrue credits pursuant to the Rio Grande Compact;

(b) Chiflo Dam and Reservoir on Rio Grande shall be excluded from the Middle Rio Grande project authorized herein without prejudice to subsequent consideration of Chiflo Dam and Reservoir by the Congress;

(c) The Bureau of Reclamation, in conjunction with other interested Federal agencies, is directed to make studies to determine feasible ways and means of reducing nonbeneficial consumption of water by native vegetation in the flood plain of the Rio Grande and its principal tributaries above Caballa Reservoir; and

(d) At all times when New Mexico shall have accrued debits as defined by the Rio Grande Compact all reservoirs constructed as a part of the project shall be operated solely for flood control except as otherwise required by the Rio Grande Compact, and at all times all project works shall be operated in conformity with the Rio Grande Compact as it is administered by the Rio Grande Compact Commission.

In carrying out the provisions of this Act, the Secretary of the Interior shall be governed by and have the powers conferred upon him by the Federal reclamation laws (Act of June 17, 1902, 32 Stat. 388), and Acts amendatory thereof or supplementary thereto, except as is otherwise provided in this Act or in the reports referred to above. This Act shall be deemed a supplement to said Federal reclamation laws.

Approval is granted to the Secretary of the Interior subject to the limitations of the authorizations approved from time to time for the prosecution of this plan to acquire in the name of the United States, by purchase or otherwise, any or all of the bonds and other evidences of indebtedness of the Middle Rio Grande Conservancy District out-

standing when such authorizations are approved at such prices and on such terms and conditions as he shall deem necessary or proper for the protection of the investment of the United States and to retire those obligations on such terms and conditions as he shall likewise deem proper or necessary.

The Secretary of the Interior, in entering into a contract or contracts for the repayment of the reimbursable construction costs of the Middle Rio Grande project, now estimated at approximately \$18,000,000, shall vary that amount to reflect changes in the estimates of those costs occurring prior to the date of the contract or contracts and in so doing may, if need be, extend the repayment period beyond forty years to permit payment of costs in excess of the present estimate.

Subject to the limitations of authorizations approved from time to time for prosecution of this plan, approval is granted to the Secretary of the Interior to acquire, on behalf of the United States, by purchase or donation, agricultural lands owned by the State of New Mexico within the Middle Rio Grande project and to develop those lands substantially in the manner outlined in the report of the Bureau of Reclamation referred to above. Lands so acquired shall be resold or leased by the Secretary to actual settlers for agricultural purposes under rules and regulations prescribed by him which rules and regulations shall set out the prices and terms of such sales and leases, the qualifications required of purchasers and lessees, and other matters relating to the disposition and use of these lands, and shall provide a preferred right to purchase or lease any tract of such land to otherwise qualified persons of the following classes in the order here set out, purchasers in any class being preferred to lessees in that or any other class:

(1) The former owner or owners of such tracts, if his or their title thereto was divested by reason of sale for taxes to the State of New Mexico.

(2) Honorably discharged veterans of World War II who are the sons or daughters of the former owner or owners of such tract, if the title of said former owner or owners was divested by reason of sale for taxes to the State of New Mexico.

(3) The sons or daughters of the former owner or owners of such tract other than those referred to in (2) if the title of said former owner or owners was divested by reason of sale for taxes to the State of New Mexico.

(4) Honorably discharged veterans of World War II other than those referred to in (2).

(5) Persons other than those referred to in the clauses above. Any deed executed by the Secretary in favor of any person described under (4) or (5) shall provide that any person described under (1), (2), or (3) shall have the right to purchase any land conveyed by such deed, within a period of ten years after the execution thereof, by (a) paying to the owner the amount or amounts actually paid by him as consideration for such deed and for the actual cost of improvements on such land plus interest at the rate of 6 per centum per annum on such amount or amounts, and (b) assuming any obligations of the owner to the Secretary with respect to such land. Any lease executed by the Secretary under the provisions of this section to any person described under (4) or (5) shall, by its terms, expire not later than five years after the date of its execution. The preferred rights provided for

by this section to purchase or lease any land shall continue to be applicable until such land is finally disposed of by the Secretary; but the right of any lessee or purchaser to enter into possession shall be subject to any rights under any prior lease executed by the Secretary. Moneys accruing from the sale or lease of said lands shall be covered into the reclamation fund in the Treasury.

In the administration of the provisions of this Act all water in the Middle Rio Grande Valley in New Mexico shall be deemed to be useful primarily for domestic, municipal, and irrigation purposes.

Nothing in this Act shall be construed as affecting or abrogating in any way the laws of the State of New Mexico in which the Middle Rio Grande Valley lies, relating to the control, appropriation, or distribution of water used in irrigation or for municipal or other uses, or any vested right therein.

Nothing in this Act shall be construed to abrogate or impair existing obligations of the United States or any agency thereof, including obligations to furnish water for irrigation and obligations to any Indian or tribe or band of Indians whether based on treaty, agreement, or Act of Congress.

There is hereby authorized to be appropriated the sum of \$3,500,000 to be expended by the Department of the Army for the partial accomplishment of the comprehensive plan for the Rio Grande Basin.

SEC. 204. The Secretary of the Army is hereby authorized and directed to cause preliminary examinations and surveys for flood control and allied purposes, including channel and major drainage improvements, and floods aggravated by or due to wind or tidal effects to be made under the direction of the Chief of Engineers, in drainage areas of the United States and its Territorial possessions, which include the following-named localities, and the Secretary of Agriculture is authorized and directed to cause preliminary examinations and surveys for run-off and water-flow retardation and soil-erosion prevention on such drainage areas, the cost thereof to be paid from appropriations heretofore or hereafter made for such purposes: *Provided*, That after the regular or formal reports made on any examination, survey, project, or work under way or proposed are submitted to Congress, no supplemental or additional report or estimate shall be made unless authorized by law except that the Secretary of the Army may cause a review of any examination or survey to be made and a report thereon submitted to the Congress if such review is required by the national defense or by changed physical or economic conditions: *And provided further*, That the Government shall not be deemed to have entered upon any project for the improvement of any waterway or harbor mentioned in this title until the project for the proposed work shall have been adopted by law;

Rahway River and its tributaries, New Jersey;

Chowan River and its tributaries, Virginia and North Carolina;

Pantego Creek and Cucklers Creek, North Carolina;

Rice Creek, a tributary of Saint Johns River, Florida;

Streams flowing through the Brazoria-Galveston Soil Conservation District, the Trinity Bay Soil Conservation District, the Coastal Plains Soil Conservation District, and the Matagorda County Soil Conservation District, Texas, with a view to improvement in the interest of navigation, flood control, and related purposes, including channel and major drainage improvements;

Area at and in the vicinity of Texas City, Texas, with a view to providing for its protection against storms and erosions, including the protection of the instrumentalities and aids to commerce located there;

Au Gres River and tributaries, Michigan;

Area at and in the vicinity of Bellevue, Ohio, and the surrounding area of Seneca, Erie, Huron, and Sandusky Counties, with a view to the control of floods caused by excess underground and surface waters;

Harbors and rivers in Alaska, with a view to determining the advisability of improvements in the interest of navigation, flood control, hydroelectric power, and related water uses;

Two Mile Creek, Oregon;

Aroostook River and tributaries, Maine;

Beaver Creek, Lincoln County, Oregon;

Skinner Creek, at and in the vicinity of Mannesville, New York;

Steinhatchee and Fenholloway Rivers, Florida;

River Rouge and tributaries, Michigan.

SEC. 205. That the Secretary of the Army is hereby authorized to allot from any appropriations heretofore or hereafter made for flood control, not to exceed \$2,000,000 for any one fiscal year, for the construction of small flood-control projects not specifically authorized by Congress, and not within areas intended to be protected by projects so authorized, which come within the provisions of section 1 of the Flood Control Act of June 22, 1936, when in the opinion of the Chief of Engineers such work is advisable: *Provided*, That not more than \$100,000 shall be allotted for this purpose at any single locality from the appropriations for any one fiscal year: *Provided further*, That the provisions of local cooperation specified in section 3 of the Flood Control Act of June 22, 1936, as amended, shall apply: *And provided further*, That the work shall be complete in itself and not commit the United States to any additional improvement to insure its successful operation, except as may result from the normal procedure applying to projects authorized after submission of preliminary examination and survey reports.

SEC. 206. That section 5 of the Flood Control Act of August 18, 1941, as amended by section 12 of the Flood Control Act of 1946, is hereby further amended to read as follows:

"That the Secretary of the Army is hereby authorized to allot, from any appropriations heretofore or hereafter made for flood control, not to exceed \$2,000,000 for any one fiscal year to be expended in rescue work or in the repair, restoration, or maintenance of any flood-control work threatened or destroyed by flood, including the strengthening, raising, extending, or other modification thereof as may be necessary in the discretion of the Chief of Engineers for the adequate functioning of the work for flood control."

SEC. 207. That the sum of \$62,000,000 is hereby authorized to be appropriated for carrying out improvements under this title by the Department of the Army, and the sum of \$10,000,000 additional is authorized to be appropriated and expended in equal amounts by the Departments of the Army and Agriculture for carrying out any examination or survey provided for in this title and any other Acts of Congress to be prosecuted by said Departments.

SEC. 208. That the sum of \$25,000,000 is hereby authorized to be appropriated as an emergency fund to be expended under the direction

of the Secretary of the Army and the supervision of the Chief of Engineers for the repair, restoration, and strengthening of levees and other flood-control works which have been threatened or destroyed by recent floods, or which may be threatened or destroyed by later floods, including the raising, extending, or other modification of such works as may be necessary in the discretion of the Chief of Engineers for the adequate functioning of the works for flood control: *Provided*, That local interests shall provide without cost to the United States all lands, easements, and rights-of-way necessary for the work and shall maintain and operate all the works after completion in a manner satisfactory to the Chief of Engineers: *Provided further*, That pending the appropriation of said sum, the Secretary of the Army may allot from existing flood-control appropriations such sums as may be necessary for the immediate prosecution of the work authorized by this section, such appropriations to be reimbursed from said emergency fund when appropriated: *And provided further*, That funds allotted under this authority shall not be diverted from the unobligated funds from the appropriation "Flood control, general", made available in War Department Civil Functions Appropriation Acts for specific purposes.

SEC. 209. Title II may be cited as the "Flood Control Act of 1948".

Approved June 30, 1948.

